

250 YEARS IN PARADISE



•3 GUN SHOP



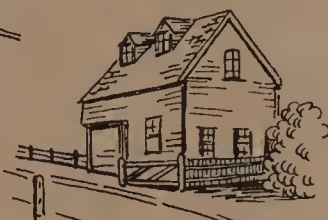
•2 MARY FERREE



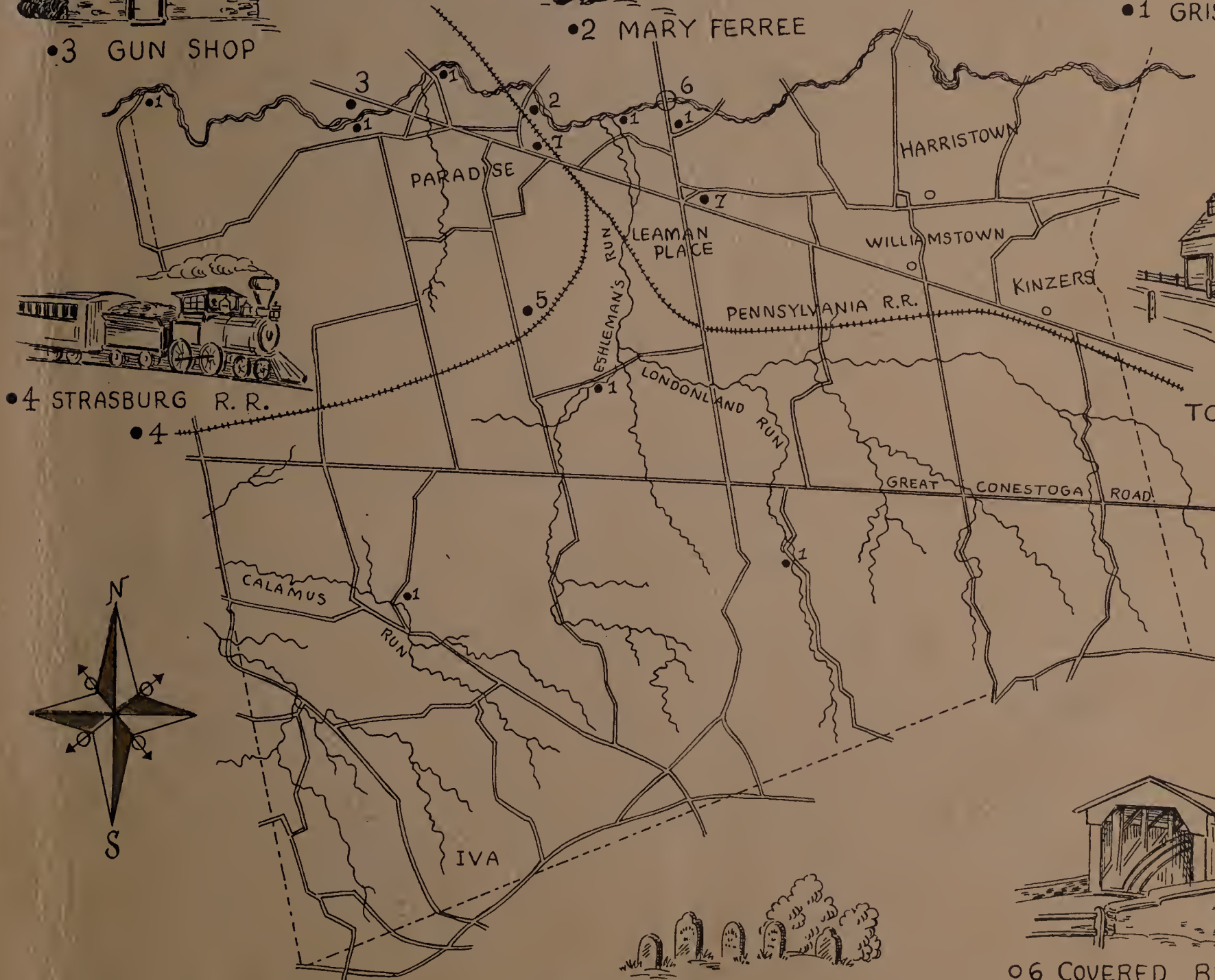
•1 GRIST MILL



•4 STRASBURG R. R.



•7 TOLL GATE



•5 CARPENTER'S CEMETERY



•6 COVERED BRIDGE

PARADISE, LANCASTER COUNTY, PENNSYLVANIA

250 YEARS IN PARADISE

1712



1962

— Leah Ferree, great granddaughter of Mary Ferree —

PUBLISHED 1962
BY THE ANNIVERSARY CELEBRATION COMMITTEE
Robert C. Denlinger — Editor

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INTRODUCTION

Situated along the Pequea Creek in eastern Lancaster County is a quiet, proud little area now known as Paradise Township. It has been named this since 1843, the time of its organization. It is an area that has participated actively in the shaping of its own course of destiny as well as the destiny of the state and the nation. Many are the names of figures who were familiar to the area.

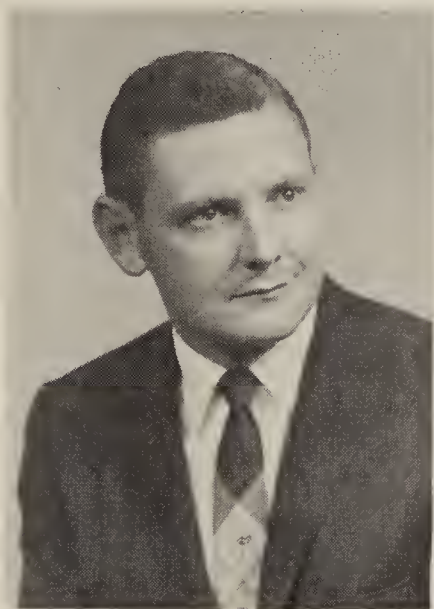
It was in September of 1712 that Mary Ferree and her family settled in the area, having been granted this land through association with William Penn. Ever since this time her descendants and those of Matthias Slaymaker, Hans Groff, Martin Kendig and others have found the area truly a "Paradise".

The area has known farming as a leading occupation throughout its history. Farming, milling the products produced on the farms, and selling seeds to other farmers throughout the United States have been major sources of employment for the populace.

Much of the past is colored by two great means of transporting goods, both of which passed through the township. The first of these, the Lancaster to Philadelphia Turnpike, provided a main artery along which were built four of the small towns. The second, the Pennsylvania Railroad, served as a replacement when the mode of travel changed.

In this publication the authors have attempted a review of events and names of the past. Men and women who have played dominant rolls in the shaping of Paradise Township as it is today are assembled in a manner that may preserve for posterity much of the heritage that is ours.

STATEMENT OF PURPOSE



"Nothing that was worthy in the past departs . . ."

Thomas Carlyle

The area of Paradise Township is an area that has abounded in memorable moments over the quarter of a millenium that has passed since the arrival of Mary Ferree and her associates. It is the desire of the historical editor of this book to present the reader with a compilation of several of these moments in order that the heritage that is ours be preserved for future generations.

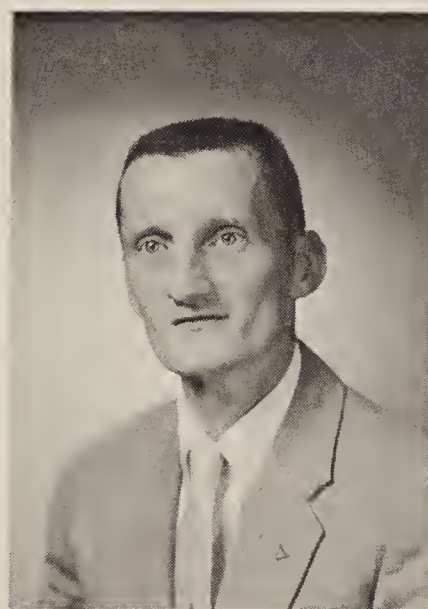
It as been through the efforts of our elder citizens that many of the materials have been collected. Special tribute must be paid to Mrs. Charles I. Landis, who at the age of 105, despite her afflictions, was willing and eager to offer her assistance. Much of the material obtained through the Lancaster County Historical Society was placed there by Mrs. Landis in a booklet she called the **Paradise Record**.

The editor also wishes to state that in compiling this book an effort was made to document as many statements as possible. Other items are supported by personal records or by property made available by our senior citizens.

In the time available we have attempted to make this a book any reader may find informative and enjoyable.

ROBERT C. DENLINGER

This commerative book has been prepared to present as much as possible the story of the founding and development of the town of Paradise. In the preparation of the book numerous persons have been consulted who have helped with their memory far more than any written material. We give to all our heartfelt thanks: to the staff of assistants who prepared articles on our local organizations; to all our ad contributors who have given us such fine support and the ad solicitors who worked so diligently. Many thanks to all who gave us old and cherished pictures. I have spent many interesting hours with so many of our townspeople in preparing this book and I would like at this time to thank the committee for giving me this opportunity.



EVERETT M. RAPP

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 WILLIAM F. GULLEDGE,
 STAFF DIRECTOR AND COUNSEL

United States Senate
 COMMITTEE ON
 POST OFFICE AND CIVIL SERVICE



June 26, 1962

Mr. Robert C. Danlinger
 Brown Avenue
 Paradise, Pennsylvania

Dear Mr. Danlinger:

It is an honor to join the citizens of Paradise Township in paying tribute to Mary Ferree, one of the first settlers in the area.

The people of Paradise have an understanding and appreciation of their varied and interesting history. This tradition both enriches the present and helps to guarantee a successful future.

I am proud to join the people of Paradise Township in this commemorative celebration.

Sincerely yours,

Joseph S. Clark
 JOSEPH S. CLARK

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 HUGH SCOTT, PA.
 EDWARD JARRETT, CHIEF CLERK

United States Senate
 COMMITTEE ON COMMERCE

May 28, 1962

Mr. Robert C. Denlinger
 Commemorative Book Chairman
 Brown Avenue
 Paradise, Pennsylvania

Dear Mr. Denlinger:

Congratulations to the citizens of Paradise Township on the commemorative celebration in August and September. The Township has witnessed much history and has made some itself in the days since Mary Ferree arrived in the area.

Please extend my best wishes to all citizens for a successful observance.

Sincerely,

Hugh Scott
 HUGH SCOTT
 U. S. Senator



COMMONWEALTH OF PENNSYLVANIA
GOVERNOR'S OFFICE
HARRISBURG

THE GOVERNOR

May 17, 1962

Citizens of Paradise Township
Lancaster County
Lancaster, Pennsylvania

My fellow Pennsylvanians:

It is with a great deal of pride that I join the residents of Paradise in paying tribute to Mary Ferree, the pioneer woman settler in Paradise. Paradise lies in the heart of one of Pennsylvania's thriving agricultural regions. The grit and determination of its original settlers have been passed down through the generations and stand as a tribute to our success as a State and a Nation.

May God bless you and the community in this important milestone and as you review the great historical records of Pennsylvania including visits by President George Washington and President-elect Abraham Lincoln, it is my fervent wish that Paradise along with other Pennsylvania communities continue to thrive in the years to come.

Very truly yours,

David L. Lawrence



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF PUBLIC WELFARE
HARRISBURG, PENNSYLVANIA

RUTH GRIGG HORTING
SECRETARY

June 26, 1962

To My Neighbors of
Paradise Township:

From the New Frontier of Public Welfare administration under Governor David L. Lawrence, I salute Mary Ferree, pioneer of the Old Frontier, who came from afar and, with her family, settled Paradise Township two hundred and fifty years ago.

History is filled with accounts of women who have made outstanding contributions to the development of the Commonwealth of Pennsylvania in the arts, the sciences, the law, government, and many other professions.

Recognition of such women in our own time is found in the roster of "Distinguished Daughters of Pennsylvania." Were it possible to name women retroactively to the early years of colonization, my vote for the Distinguished Daughter of Pennsylvania for the year 1712 would be cast for your distinguished forebear, Mary Ferree.

I wish to extend my congratulations on your two hundred and fiftieth anniversary and my best wishes for your future years.

Sincerely,

Ruth Grigg Horting
(Mrs.) Ruth Grigg Horting
Secretary



NORMAN WOOD
MINORITY CAUCUS CHAIRMAN



OFFICE OF THE MINORITY CAUCUS CHAIRMAN
HOUSE OF REPRESENTATIVES
HARRISBURG, PA.

May 17, 1962

R D NO 1
PEACH BOTTOM, PA



Mr. Robert C. Denlinger
Commemorative Book Chairman
Brown Avenue
Paradise, Pennsylvania

Dear Mr. Denlinger:

I am very glad to send congratulations on your
celebration, paying tribute to arrival of Mary Ferree. I
am also sending a photograph, which you can use.

Sincerely yours,

Norman Wood

NORMAN WOOD

enc.

EDWIN D. ESHLEMAN, MEMBER
SPRING VALLEY ROAD
R. D. NO. 1
LANCASTER, PENNSYLVANIA



COMMITTEES

COUNTIES
EDUCATION
HIGHWAYS

HOUSE OF REPRESENTATIVES
HARRISBURG, PA.

May 23, 1962

Robert C. Denlinger, Commemorative
Book Chairman,
Brown Avenue,
Paradise, Pennsylvania

Dear Mr. Denlinger:

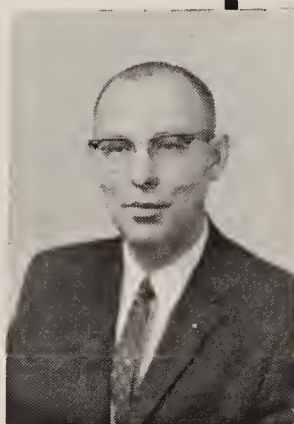
Thank you for your invitation on behalf of the
community of Paradise to participate in the Commemorative
Book being compiled concerning the Mary Ferree
celebration.

Enclosed find picture as per your request and
following is a short piece for your booklet:

Of all the settlers in historic Lancaster
County, none came with a greater desire to
escape persecution and to worship God according
to the dictates of their own hearts and
consciences than the Paradise settlers.
As a direct descendent of the LeFever
Family which was part of that band of
Huguenots, I am quite mindful of the efforts
and dangers encountered by our forefathers
as they established a free society, the
fruits of which we enjoy today. There is
no way we can honor these early settlers
more effectively than by resolving to
continue to preserve and use the liberties
they won for us. May Paradise be blessed
in the future as she has been blessed in
the past!

Cordially,

Edwin D. Eshleman
EDWIN D. ESHLEMAN, Member
Pennsylvania House of
Representatives



XIII DISTRICT
EDWARD J. KESSLER



Senate of Pennsylvania

May 31, 1962

Greetings to the good people of Paradise,

Congratulations on your selection of the first white woman settler in this area, Mary Ferree, as the person honored and to whom tribute is paid during this Commemorative Celebration.

Sincerely Yours,

Edward J. Kessler
Senate of Pennsylvania
XIII District



PARADISE TOWNSHIP SCHOOL DISTRICT

JOHN C. LICHTY, SUPERVISING PRINCIPAL
PARADISE, PENNSYLVANIA

Greetings:

I am proud to be able to live and work in a community as fine as Paradise. It is truly a pleasure to work with the pupils and patrons of our area. It is a pleasure to congratulate all those people who are making the 250th Anniversary of Paradise such a success.

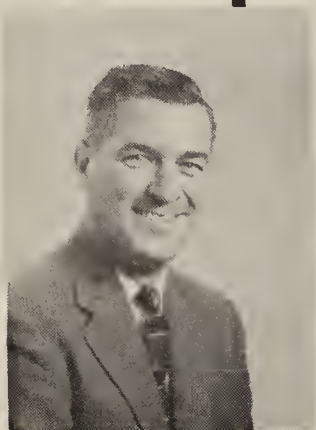
The personnel of the Paradise Township Elementary School now consists of fifteen teachers, a school nurse, five cafeteria workers and two custodians. Each of these members of our personnel is equally proud to be a part of the Paradise community. All of us here at the school try our best to serve the pupils as they prepare for those all important years ahead.

Our school enrollment for the 1962-63 school term will increase to more than 390 pupils in grades 1 - 6. This is a capacity enrollment for our building. We here at school are vitally interested in all 390 of our pupils. We are interested in all aspects of their growth and we endeavor to help each one as they grow physically, socially, emotionally and spiritually. Our earnest desire is to help our pupils develop into stable, well-balanced personalities, not merely individuals who are scholars in the various subject-matter fields.

Again I extend my congratulations and best wishes to the Paradise community on this 250th Anniversary of its settlement.

Sincerely yours,

John C. Lichty



SETTLEMENT PRIOR TO THE WHITES



At the beginning of the Seventeenth Century the Indian tribes of the Eastern woodlands along the whole Atlantic seaboard, from what is now Labrador to South Carolina, belonged to the Algonquin family. This group was one of the most fearless of the Northern race of Indians.

Closely allied to the Algonquin stock and penetrating the same area at many points was the Iroquois family. It is this group that formed the model for the so-called "Noble Red Man" of fiction. This group eventually occupied the greater portion of New York and Eastern Pennsylvania. There were numerous periods of warfare between these two groups.

The Indian tribes who dwelt among the primitive forests of Lancaster County were the Susquehannocks, the Shawanese, the Ganawese, the Delawares, and the Nanticokes.

At the time of the settlement of Jamestown, Virginia, this area we now call Pennsylvania was a vast uninhabited highway through which hordes of hostile savages either roamed or met in bloody encounters. The Six Nations of the Iroquois looked upon themselves as the sovereigns of the Susquehanna. By the end of the century they had obtained dominion over much of what is now Pennsylvania, New York, Ohio, and northward into Canada. It appears that the Susquehannocks were on the river named for them by 1600. According to the "Jesuit Relations" the Susquehannocks had come into collision with the Mohawks in this area and over a period of ten years had nearly exterminated them.

When Captain John Smith explored the tributaries of the Chesapeake in 1608, the warfare between the Susquehannocks and Mohawks was still in process.

As the various settlers arrived this group of Susquehannocks was given a variety of names. The early Dutch and Swede called them Minquas; the French-Canadians called them Andastas; the English, at the time of Penn's arrival, retained the name of Susquehannocks; Penn's subjects, however, called them the Conestogas. Racially, they belonged to the Iroquois, but they had allied themselves with the Algonquins and had begun to engage in warfare with Iroquois confederacy.

It appears that the Susquehannocks were successful in the war with the Mohawks, but their losses during the fighting weakened them to the point that they fell prey to the Senecas and the Cayugas. The end result was that the tribe was broken up, the remnant being known as the Conestogas.

The Conestogas may have been an aggregation of the remnants of a number of tribes. Governor Keith said of them: "The Conestoga Indians were formerly a part of the Five Nations, called Mingoes, and speak the same language to this day (1722), and, either from

natural affection or fear, are even under their influence and power." This tribe was located on the Conestoga flats a few miles below Lancaster. From here they sent messengers to William Penn and concluded a treaty with him to "endure as long as the sun showed shine or the waters run into the rivers."

As the whites began to settle around them, Penn assigned them a residence on the Conestoga Manor, where they lived until the Paxton episode in 1763 exterminated the tribe.

The Shawanese are the second most important of Lancaster County's Indian tribes. Lewis Morgan records that this group was the most highly advanced tribe representative of the Algonquin stock. Late in the sixteen hundreds this group, with the consent of the proprietary governor of Pennsylvania, came from the South and located along the Pequea creek. Being a restless and quarrelsome group they soon scattered in a variety of directions. One settlement located along the Octorara, near the present site of Steelville. Gradually the group moved westward into Ohio where they joined the French in the French and Indian War.

The Ganawese, or Conoys, entered the area around 1700 and settled near the area now known as Bainbridge. They may have lived for a time in the vicinity of Washington Borough. Eventually this group furthered north out of the county.

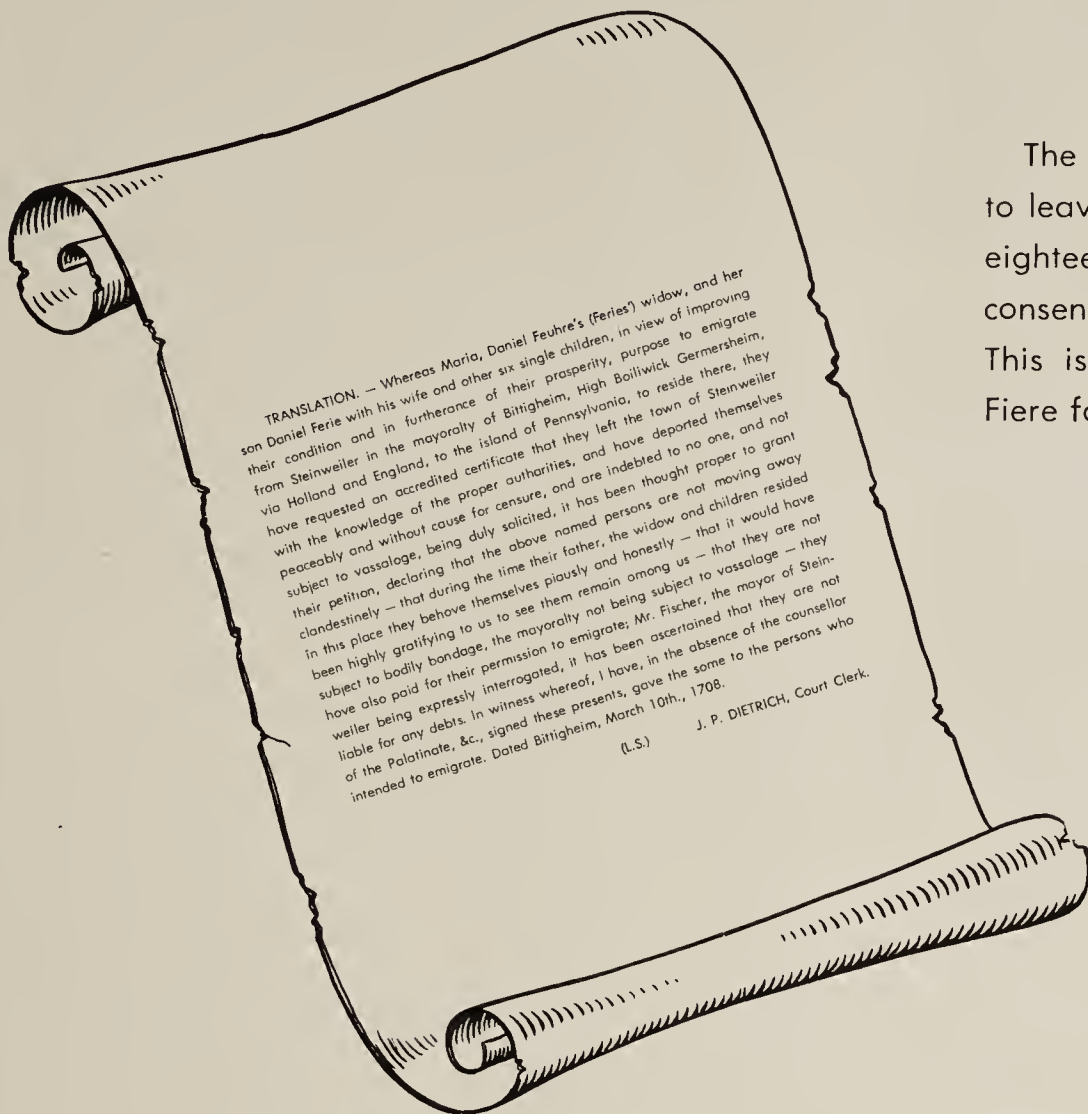
The Nanticokes, who came from the Chesapeake area, settled for a time in the valley of Tulpehocken, remaining there until 1721. Due to the influx of the Palatines who had moved into the area from New York because of the fertile land found here, this group moved into the Cocalico district.

The Lenni Lenapes, called Delaware by the European settlers, entered Lancaster County by way of the Brandywine. They had signed many treaties with whites but eventually joined the French and participated in the slaughter of Braddock's men at Fort Duquesne and the butchering of settlers in the Carlisle and Cumberland regions.

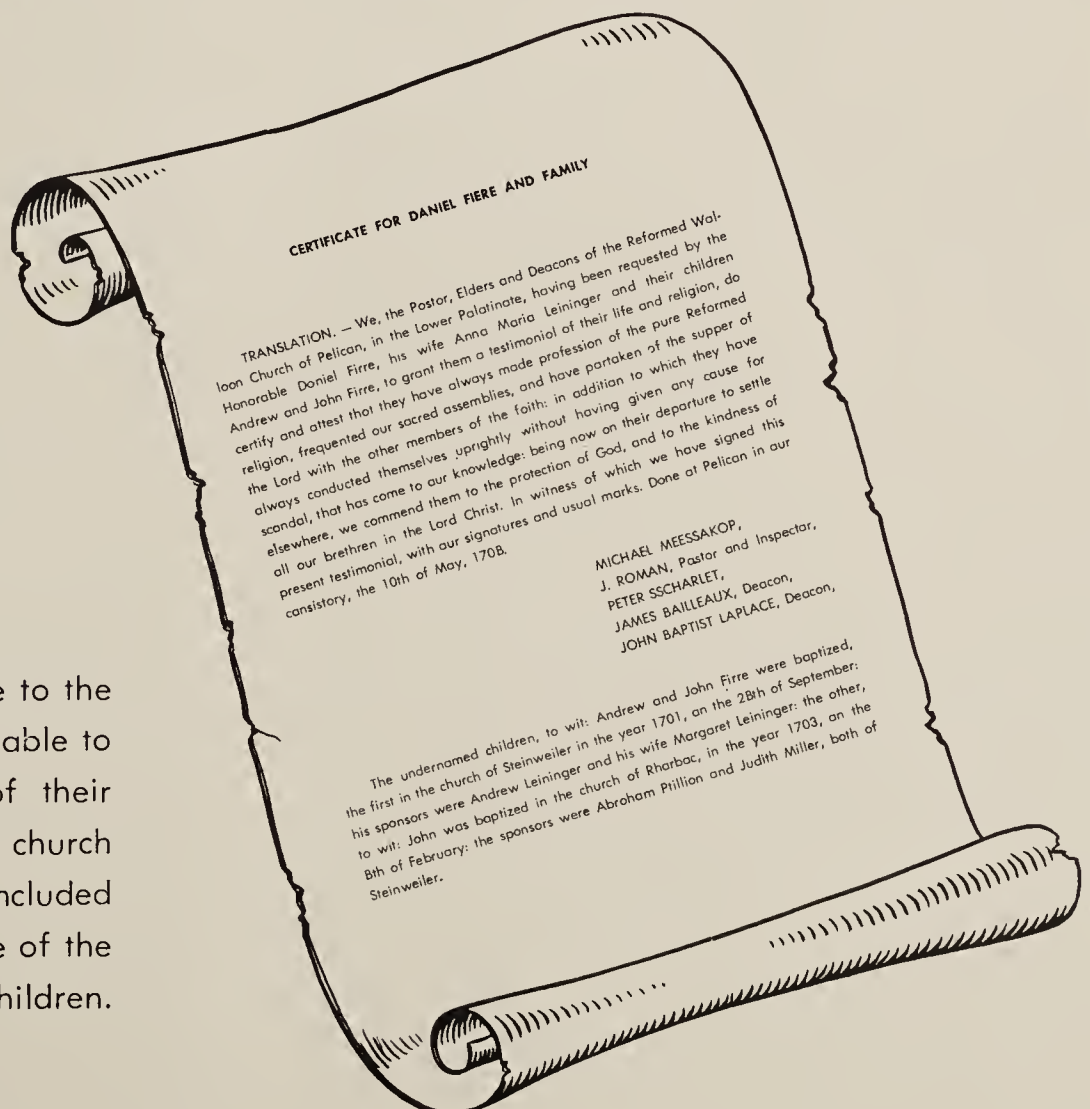
Paul A. Wallace in "Indians of Pennsylvania" indicates that the Indians living in the Pequea Valley were members of the Shawnee group. This restless group were originally manly folk who lived in villages. In 1697 a group of these moved into the area from what is now Cecil County, Maryland and settled along the Pequea after having secured permission from the Susquehannocks living at Conestoga. This is the group that developed a village in the area of what is now Gap. The name given to this village at that time was Shawnee Garden. Here, in 1701, Penn is said to have concluded a treaty with King Opessah, ruler of the tribe.

It is believed that these Indians returned to Maryland in the 1720's due to the white population settling in the area.

The first step of any citizen in planning to leave the Palatinate area in the early eighteenth century was to obtain the consent of the country of their departure. This is the document prepared for the Fiere family.



As Christians planning to move to the new country it was deemed advisable to bring with them a certificate of their church standing from the proper church officials. This certificate usually included a statement of the time and place of the Christian baptism of their young children.





**An Address on the Early Settlement of the
Pequea Valley, Delivered by
Redmond Conyngham at
Paradise, in 1842.**

On July 4, 1842, the Paradise Lyceum, as had been the custom for many years prior and since (a custom which, however, no longer prevails) held a celebration in the Presbyterian church in that village. There were present, among others, these delegates: P. A. Cregar and David Webster, of the Philadelphia Lyceum; J. C. Passmore, John W. Forney, Dr. J. K. Neff, John Cox and Charles Bressler, representing the Lancaster Conservatory of Arts and Sciences; Peter McConomy, representing the Mechanics' Institute; Rev. P. J. Timlow and Sylvester Kennedy, of the Salisbury Lyceum; Joseph Wiggins, of the Ephrata Lyceum; Cyrus Whitson, of the Bart Lyceum, and A. L. Custer and George W. McElroy, of the New Holland Literary Society.

After brief services in the church, at which prayer was offered by Rev. E. Y. Buchanan, the company adjourned to the banks of the Pequea, where a stand had been erected by the committee, composed of Messrs. John F. Steele, Joel L. Lightner, Joseph H. Lefevre, George K. Witmer and Samuel F. Foster.

The Declaration of Independence was read by Adam K. Witmer, of Paradise, and addresses made by some of the delegates present among whom were John W. Forney, Joseph C. Passmore, Dr. John Leaman and George W. McElroy. For the occasion an ode was delivered and written by Benjamin G. Herr.

On that occasion Redmond Conyngham, the president of the Paradise Lyceum, delivered the following address on the early settlement of the Pequea Valley: "As the representative of the Paradise Lyceum we return you our hearty thanks and grateful acknowledg-

ments for the honor conferred by attending and participating in this day's celebration.

"Permit me to trespass for a short period, while I recall some of the early scenes of Pennsylvania history. Let me remind you of a man to whom Pennsylvania is as much indebted for her prosperity as any of her native citizens—William Penn. The ruling principle of every act of his life was benevolence. A favorite and associate of Prince, he despised wealth and honors; titles, rank and ostentatious display for him had no charms. Youth of Pennsylvania, emulate his example; he was a model worthy of imitation. A Republican in principle, he wrote to his wife, 'It is my wish that my sons should receive a good English education—not that of a college—a college education would unfit them for a country life; it is too apt to endanger pride and vanity; a city life affords too many temptations of vice. I believe the life of a farmer to be the one originally intended for man by his Creator.' Such were the sentiments of William Penn.

"He came not at the head of an army to plant his colony—he attempted not with British cannon to wrest this land from the rightful possessors of their soil, and drive them by the force of arms even into the Pacific. He came impelled by the noblest principle of his nature, to intercept the Indian on his path to the everlasting life. A lovelier motive grewed within his bosom. Compassion stimulated him to make Pennsylvania an asylum where the oppressed from Europe might enjoy civil and religious liberty. He invited the Calvinist from Holland, the Lutheran from Germany, the Mennonist from Switzerland, the Huguenot from France, the Hardy Mountaineer from Wales, the Irishmen suffering from tyranny—to settle in Pennsylvania.

"Time admonishes me to be brief. Let me remind you of a name—a name justly dear to most of you—Mary Ferree. Mary Ferree was a woman of superior endowments. The religious wars of France had deprived her of husband and fortune—confidence in God alone remained. Taking her children by the hand and raising her eyes to Heaven, 'For these I wish to live; grant me this boon. O, Heaven, my native land, adieu forever, Armed with a spirit of resolution superior to he sex, she went to London, from thence to Kensington, where William Penn resided, to be near Queen Anne, of whom he was deservedly a favorite. Madame Ferree made her wishes known to him. William Penn sympathized with her in her misfortune and became interested for her and her children, and next day introduced her to Queen Anne.

"The Queen was delighted in thus being afforded an opportunity to display the natural feeling of her heart. Lodgings were obtained for Madame Ferree in the vicinity until a vessel was ready to sail for New York. The Queen ordered every utensil and article to be procured which might prove useful in the infant colony for Madame Ferree. This lady reached Philadelphia near the period when the cultivation of the vine was abandoned, and joined the Huguenots, who were then preparing to settle in the interior of Pennsylvania.

"Among the distinguished Huguenots of France was the Chevalier De La Noue, eminent for his virtues, great in his afflictions. He introduced himself to William Penn: 'Behold the last of a noble race, deprived of rank, estate and family—once powerful, now desti-

tute. I am alone. Let me end my days in the land of Penn, where persecution can never reach me more.' William Penn received him into his family and afterwards sent him to Philadelphia.

"And now let me turn your attention to a youth of fourteen. His parents had perished in the religious wars which had desolated France. An orphan—friendless—he traveled through Holland, went to London, came to Kénsington, where he made known his intentions to William Penn. Alone? Oh, no! He had one companion; it was his consolator in Europe, it was his comforter in Pennsylvania. That companion was his Bible. That young lad was Isaac LeFevre. That Bible is still preserved by the family of LeFevres as a most precious relic.

"Some of the Huguenots settled on the Schuylkill, near Philadelphia, where they had a vineyard. Not far distant another attempt to cultivate the grape was made by De La Noue, LeFevre, Dubois, Boilean, Larroux, etc.

"Now let me change the picture. It was on the evening of a summer's day when the Huguenots reached the verge of a hill commanding a view of the Valley of the Pequea; it was a woodland scene, a forest inhabited by wild beasts, for no indication of civilized man was near. Scattered along the Pequea, amidst the dark green hazel, could be discerned the Indian wigwams, the smoke issuing therefrom in its spiral form. No sound was heard but the song of the birds. In silence they contemplated the beautiful prospect which nature presented to their view. Suddenly a number of Indians darted from the woods. The females shrieked—when an Indian advanced, and in broken English said to Madame Ferree, 'Indian no harm white—white good to Indian—go to Beaver, our chief—come to Beaver.' Few were the words of the Indian. They went to Beaver's cabin, and Beaver, with the humanity that distinguished the Indian of that period, gave up to the emigrants his wigwam. Next day he introduced them to Tanawa, who lived on the great flats of Pequea.

"And who was Tanawa? The friend of William Penn, who had not only been present, but signed the Great Treaty.

"Tradition has recorded no act of cruelty or treachery practised upon the white settlers by the Pequaws, but on the contrary of their kind deeds. Venison and trout they supplied the white settlers, getting a little milk in return. The Piquaws led peaceful and innocent lives; they had not then been contaminated by European vices. In 1718 the Huguenots were joined by the Mennonites.

"The wigwam has given place to the town . . . the cabin of the hunter has been converted into the substantial farmer's dwelling . . . the great forests are now cultivated fields . . . the surrounding country presents a beautiful picture, land in the highest state of cultivation; . . . and to whom are we indebted for this? To the Huguenot and the Mennonist, to the skill of the farmer, and the industry of the mechanic. Be assured, if happiness has a dwelling upon earth, it will be found in Lancaster County."

EARLY SETTLERS OF PARADISE

FIERRE FAMILY

by Nancy E. Landis

In the year 1685, King Louis XIV revoked the Edict of Nantes, proclaiming that all Protestants living in France would be persecuted. Daniel Fierre and his wife Mary, with their children migrated from Lindau, near the Rhine River, to Steinweiler, in the German Palatinate. Here they lived for about twenty years, bringing up their French-born children and Philip and Jane who were born in Germany.

The father, Daniel, died in Germany. The son, Daniel, married and in 1703 his first child was born. Madam Fierre's daughter, Catherine, was married, too, to Isaac LeFevre, a foster son of the Fiere's. His parents had been killed by the soldiers of the French king, and he had migrated with the Fierre family. Isaac and Cathreine had a small son.

Protestants in 1700 were the D.P.'s of Europe. Although they were allowed to live in the Palatinate, there was always danger of invasion by the armies of France. Their lives were uncertain. William Penn, who had been given Pennsylvania, offered the Protestants of Switzerland and the Palatinate 10,000 acres of his land for settlement. Daniel Fierre and his brother-in-law, Isaac LeFevre, wished to obtain some of this tract. Their mother, Madam Fierre, was over fifty years old but she decided to join her family in their settlement of the wilderness. She probably knew that she would not long survive in such a life, but perhaps she felt that she had as much chance of living in Pennsylvania as in a civilized land dominated by the French army. Maybe she could not endure separation from her family; maybe she enjoyed the adventure as much as a younger woman would. Whatever her reasons might have been she took her rightful place as the matriarch of her family; their leader, advisor, and no doubt the financial backer.

In 1708 the Fierre family went to England where they were granted citizenship papers under the seal of Queen Anne, giving them the right to own land in America, and promising them protection by the English army. The party of settlers consisted of the mother, Mary Warenbauer, (she used her maiden name as was the custom of widows); Daniel Fierre and his wife Anna Maria, who were about 35 years old, with their sons, Andres and John; Isaac LeFevre and Catherine, also past thirty, with their little son, Abraham LeFevre; John, 24; Philip, 23; Jane, 22; and Mary, whose birth date is unknown. They sailed for New York in 1709 or 1710. Daniel and Isaac preceded them in 1708. Records indicate that they arrived in New York in 1709.

Upon arrival in New York, the Fierre's traveled up the Hudson River to the Hugenot settlement at New Paltz, or Esopus, now Kingston. Here lived the duBois family. They had lived in America since 1660. Madam Fierre and her children stayed in New Paltz for over a year. During their stay, Catherine and Isaac LeFevre had another son, and Philip Fierre married Leah duBois.

In 1712 the exact spot where the Fierre's were to settle was secured. Martin Kendig had purchased 3000 acres of Penn's land. Here he settled in 1711, calling his settlement Strasburg. He sold 2300 acres to Madam Fierre. By her wish the patent was granted to Daniel

Fierre and Isaac LeFevre at Philadelphia on September 12, 1712. The cost was 150 pounds.

When the Fierre's arrived in the Pequea valley in the fall of 1712 there were no other white people there. Mylins and Herts were at Willow Street, and Martin Kendig was at Strasburg, but a tribe of Indians were the only occupants of the land along the Pequea. The settlers made camp at a spring along the creek north of the present Presbyterian Church. There they met Tanawa, King of the Pequaws. Tanawa had sold his land to William Penn, and his tribe threw no impediment in the way of the Huguenots.

Tanawa's tribe of Indians belonged to a nation called Delawares by the whites. Tanawa said they were Paquaws. When General Washington was in Philadelphia, a number of Indian chiefs from the Ohio traveled through Lancaster to visit him. Ten miles east of Lancaster they suddenly left the road. They explained to the agent that they wished to visit the graves where many of their tribe were buried, especially that of their king and chief warrior. There was an Indian burial ground south of Lafayette Hill, and here Tanawa was buried.

Madam Fierre lived only four years after coming to the Pequa. She was sixty-three when she died. She was the first to be buried in the half acre of land that had been set aside as a graveyard for the Fierre family:

JOEL FERREE

A leading figure in the area at the time of the Revolutionary War was Joel Ferree. His genealogy is traced through Phillip to Mary Ferree. Phillip and Joel lived near the present site of the Jack and Jane Zook House of Crafts.

Phillip's home, near the present home of Ray and Janet Groff, was built in 1742. Legend states that this house included the 18th century version of a bomb shelter. An underground cellar was dug to be used in the event of a cyclone or an attack by Indians. Later this same cellar is believed to have been a stopping station for the Underground Railroad.

Joel operated a gun shop, the one wall of which is still standing. This can readily be seen when one visits the Zook Shop. Joel is believed to have assisted in the development of the famed Pennsylvania (Kentucky) Rifle. Joel's part in the operation was manufacturing and supplying gun barrels. The accompanying picture shows one of the guns that is similar to those developed in the gunshop which was cut by hand into a solid rock cliff. This gun is now owned by a resident of Cannonsburg, Pa. and is held by George B. Ferree, a descendant of Mary Ferree. He is now living in Chenoa, Ill.

The following letters may prove of interest as well as serve to document the fact that Joel was a gunsmith for the Revolution.

Minutes of the Council of Safety

(taken from Colonial Records, Vol. X, p. 290)

"Resolved, that a messenger be sent to Joel Ferree, of Lancaster County, with a letter from this committee, requesting him immediately to complete the guns wrote for as patterns and to know how many he can furnish of the kind and what price."

Present at this council were Benjamin Franklin, Robert Morris, George Ross, George Gray, John Biddle, John Cadwalder, Robert White, Samuel Morris, Jr., and Robert Roberdean.



Joel's reply was dated August 7, 1775 and was addressed to Benjamin Poultny, a proprietor of a general store in Philadelphia. It stated:
"Friend Poultny:

I take this opportunity of informing you that some time ago as I had a letter from George Ross, Esqr., by order of the committee, making enquiry what Qt. or number of barrels I could supply 'em with, to which I returned answer in the Particulars he demanded. I was of opinion then to have been able to provide 15 or perhaps 20 pr. week, but as I am determined to use my endeavor to promote the Business and to serve my Country in the Common Cause, I am about to enlarge my works in so extensive a manner as to turn out between 30 and 40 weekly. My Diligence in the affair shall be as quick as possible. It will not require much time to complete my works in order for such Dispatch of Business; I hope a few days will do.

The Patterns were sent to Stewart's store the same day as you were there. I intend you should let the Committee know what I am about doing to supply 'em as punctual as in my power. You may let them see this, by which they judge whether or not it will tend greatly to further the Dispatch of the finishing of the Arms needed.

This from your friend,
Joel Ferree.

(From Pennsylvanian Archives. 2nd Series Vol I., p.543)

Joel had a life that was colorful from all aspects. He was married four times, but his children were born to his first wife. The one outstanding offspring of this group was a daughter, Leah, who married John Adam Lightner. It is a daughter of Leah that married David Witmer, Jr., the man who with his family did so much to develop Paradise as a town.

Joel, born 1731, met his death in January, 1801, while visiting his son-in-law near Pittsburgh. His body was found quite dead and scalped behind a log where he had stopped to skin a deer that he had shot. Because of heavy snows his body was preserved in an ice house until spring when it was returned by covered Conestoga wagon to Paradise. The place of burial was Carpenter's cemetery.

CARPENTER FAMILY

The Carpenter or Zimmerman family settled in this area in the early 1700's. Henry or Heinrich Carpenter and his wife, Salome, came from Switzerland where Henry had been apprenticed to a doctor. His son, Henry, was also a doctor and his daughter, Mary Carpenter, married Daniel Fierre Jr., grandson of Mary Ferree. John Carpenter, Henry's son, served as a private in the Revolution. Upon his return home he married Mary Fierre, his cousin (daughter of Daniel Jr. and Mary).

John Carpenter appeared to be quite wealthy and he inherited the Fierre homestead where he built a stately mansion known as Carpenter's Hall after the Revolution. This building was reported to be quite large, having two rooms with a folding partition that could make one large ballroom. There was a balcony in the hallway where the orchestra sat and dances were held.

This building stood until 1928 on the former property of Harry R. Metzler, now owned by Aaron Fisher. According to Mr. Metzler, who built the present brick house in 1913, the road (from Black Horse Road to Bellemont Road south of Paradise) now is located over part of the foundation walls.

Dr. John S. Carpenter, a descendant of this former man, built "Oak Hill" between 1816 and 1819.

The Carpenter family seems to have been quite a family for doctors and wives of doctors. Dr. Francis Burrows and Dr. Thomas H. Burrows married Carpenter daughters.

In Rupp's "History of Lancaster County" he states that Henry A. Carpenter is now owner of the old Ferree Homestead containing 240 acres. He was 5th in descent from Daniel Ferree, his father being Abraham.

CARPENTER'S CEMETERY

This is the oldest burying ground in the township, according to Ellis and Evans. It is located near the junction of the "Black Horse" road with the Strasburg railroad. Mary Ferree selected this spot as a burying ground for herself and family. This cemetery indenture was signed by John Carpenter, Abraham Carpenter, Philip Ferree, Samuel LeFevre and Joel Ferree (L.C.H.S. Vol. 21).

In later years other families were buried there such as Lightners, Witmers, LeFevres, Stambachs, Esbenshades, Armstrongs and others.



ESHLEMAN—GROFF

An Eshleman family from Germany received a Penn Grant which was 1/4 of a section at that time. This land was bordered by the Cherry Hill Road, Route #741, and the Esbenshade Road.

A four room house was built facing south, near the southeast corner, in 1747. Some time later eight rooms were added to the east side of the house and in 1951 a room was built on the west of the original house. This is the present home of the Charles Leaman family.

Land was sold from the north side of this grant, until the present farms of the late Maurice Rohrer, Charles Leaman and Melvin Stoltzfus were the only ones remaining in the Eshleman family. Eventually the present Stoltzfus farm was sold.

After three generations of Eshlemans lived here, an Eshleman daughter (Ann) married George Groff and they lived in the house their entire married life. They had four children: Aldus, Mary Virgilia, Silas and Emma Elizabeth. They added to their property, so that at the time of their death each child had a farm.

Aldus Groff remained on the home farm with his wife, who was a daughter of Amos Witmer, and a sister of Judge Landis' widow. They had three children (one died in infancy). The wife died, and Mr. Groff then married Augusta Parker, niece of President Buchanan's housekeeper. They had eleven children, including two sets of twins.

Mary Virgilia never married, but received the present farm of Amos Eshleman along Route #896.

Silas married Sarah Elizabeth Keneagy of Black Horse, and they moved into a house on the east side of the Cherry Hill Road, which was built for them in 1869. They were the parents of Mary and John. John, with his wife the former Serena Rittenhouse, still reside in this house. Their father built a house next door in the early 1880's, which is the present home of Mary Groff.

Emma Elizabeth married Martin Rohrer, from Rohrer's Mill and moved into a house built for them on the original grant along Route #741. They had two boys, Maurice and Edwin. Maurice resided in this house until his death in May, 1962.

When Aldus Groff moved from the original house in 1896, Henry Leaman bought the farm. He was married to Emma Groff (no relative of above mentioned Groff). They had two children, Ross and Mary. Mary married Harry Metzler and moved away. Ross Leaman married Mary Metzler, of near Kinzer, in 1913 and remained living on the farm. They had four children: Miriam, Clyde, Alta and Charles. They bought the farm in 1934.

Miriam and Clyde never married. Alta married Noah Hershey. Charles married Janet Metzler of Mannheim in 1951. They have three children: Lynette, Roger and Fredric, and are the present occupants. They purchased the farm in 1960.

SLAYMAKER FAMILY

Matthias Slaymaker, or as it is known in the German, Schleiermacher, first settled in this area in 1710 on a plot of land in what is now the eastern section of Paradise Township. This land included 1000 acres; on it he built a log cabin which now is part of the dwelling inhabited by the William Kinzer family. It is Matthias Saymaker who is also given credit for naming Strasburg. This name is still used by the neighbors to the southwest; all the area that is now Paradise Township was included under the name Strasburg until 1843.

The five sons of Matthias were John, who became a captain in the Revolutionary Army and fought under Braddock; Laurence, who elected to move westward; Matthias, Jr., who lived in the area; Henry, who became a Whig judge and served as a delegate to the Constitutional Convention of Pennsylvania in 1776. His sons later operated a hotel in what is now known as Slaymakertown. The last son was Daniel, who also remained in the area.

A certain portion of the original land has remained in the Slaymaker name from the time of the original grant from William Penn until recent times. The one section eventually was owned by Dr. John M. Slaymaker, a prominent physician in the area until the 1920's and 1930's. Upon his death this property was sold to a relative, Sarah Ferree Diller. Miss Diller, just recently retired after 48 years of teaching, resides in Lancaster.

The activities of this family are many and varied. They were, for many years, the driving force in the eastern area of the township.



DAVID WITMER, JR. FAMILY — 1872

Left to right: Amos L., Emma, Elam, Adam K., Jane, Hiram, Esther.

THE WITMER FAMILY

The name Witmer is frequently detected as one examines the record of the development of the town. From as early as 1716, when Benjamin Witmer arrived in the area as a representative of the London Land Company, until the twentieth century, his descendants have played dominant roles. It was Benjamin who gave the name the London Land Run to the stream that is now often referred to as the Belmont.

Seventeen years after his arrival, in 1733, Benjamin built a home in East Lampeter Township along the King's Highway. At this time King's Highway was defined as running from the Lancaster Court House to a line near the English Church of Saint John at Compass.

Benjamin's son John, who was born in 1719, married Fronica Roland. Out of this marriage came David Witmer, Senior. This man is credited with the naming of the town of Paradise. It may be of interest to note that members of his own family criticized him for selecting the name "Paradise" when he could have used "Pequea" or even "Tanawa" in honor of the Indian chief.



— Lancaster County Historical Society

David Witmer, Senior and his wife Esther Kendig moved into this area in 1778. In the year 1781 they built a house along the road that now leads from Paradise to Gordonville. This house is now occupied by the R. Warren Fox family. Two stone tablets in the wall of the house read "Built by David and Esther Witmer" and "In the year of Our Lord 1781." David purchased this land (51 acres and 50 perches) from Jacob Fierre, son of Philip, son of Mary Warenbuer Fierre. Thus this land was part of the original tract granted to Mary Fierre.

David Witmer, Senior, was a forceful figure whose talents included farming, milling, construction of bridges and roads, politics and community service. He operated a mill near the site of his home. It is possible that this mill had been operated by Jacob Fierre who is recorded as being a miller. The house that is referred to as the "Mill house" is still standing across the road from the house that David, Senior built.

It appears that David was a personal friend of George Washington. His descendants have records to

indicate that David traveled to Philadelphia to meet him while Washington was enroute to New York for the inauguration in 1789. A few years later, in 1794, George Washington visited this area and is reported to have visited a mill to study the processing of hemp. Legend states that the miller was over-enthusiastic in his attempted demonstration and a catastrophe resulted. One record indicates that the miller was injured and another states that the mill stone was broken. At any rate Mr. Washington decided against erecting a similar mill at Mt. Vernon.

The construction of the Lancaster and Philadelphia Turnpike was another area in which David, Sr. was active. He was appointed supervisor of the fourth district, extending from Coatesville to Paradise. One of the major accomplishments in this section was the erection of a bridge across the Pequea Creek at the west end of the town. With the assistance of William Wilson, who was described as an excellent stone mason, the bridge was built so well that it remained in use until U.S. Route 30 was widened early in 1930. History records that upon completion of the work David Witmer, Sr., paid Mr. Wilson. The said Mr. Wilson then proceeded to bury the money near the Pequea Creek. After a period of flooding in 1819 this money was found by John Woodward.

With the assistance of John Rieley and George Weed, David Senior operated a stage coach line called the Stage Dispatch. This business venture was organized in 1797.

David was a man who was found to be ever mindful of civic improvement. In 1787 he was found among those who constructed the stone wall around the Ferree-Carpenter graveyard. Early in the 1800's he had a brick school house built across the road from the present site of the Paradise Mennonite Church. He provided the land for the erection of a meeting house for the Mennonite Society in 1806. When the \$400.00 that was needed for the erection of the building was collected, David Witmer, Senior donated \$80.00. It seems ironic that the Mennonite Society would not accept him into their group because his dwelling house was "too fancy" and his carriage had springs. Consequently David was later baptized by Reverend Clarkson of the Lancaster Episcopal Church in 1812. The building, now the location of Singer's Store, was built by him as a Stage Tavern called the Sign of the Stage as well as the house just across the road that served as the residence of his son, David, Junior.

This same man, David, Senior, also served from the years 1781 until 1786 under Captain Robert McIlvaine and James Mercer.



— Lancaster County Historical Society

During the years of 1821 to 1823 David, Senior, printed a newspaper known as the Paradise Hornet. Assisting him in this enterprise was Henry Witmer, probably a son.

In addition to the activities mentioned thus far David, Senior became the father of a family that included one man, David Witmer, Junior. This son continued in his father's foot steps as a pillar of the community.

The National Archives and Records Service in Washington, D.C. indicates that the post office of Paradise was established shortly before October 1, 1812. This is recorded as the date of the first return from the deputy postmaster to the Postmaster General. The first postmaster for Paradise was appointed on March 1, 1813. The name is recorded as David Witmer. From a point of view of time, it could have been either father or son. Other references suggest that it was the son.

David Witmer, Jr. was also instrumental in the erection of the first building that was used by the All Saints Episcopal Church. This building was located near the position of the monument on Lafayette hill.



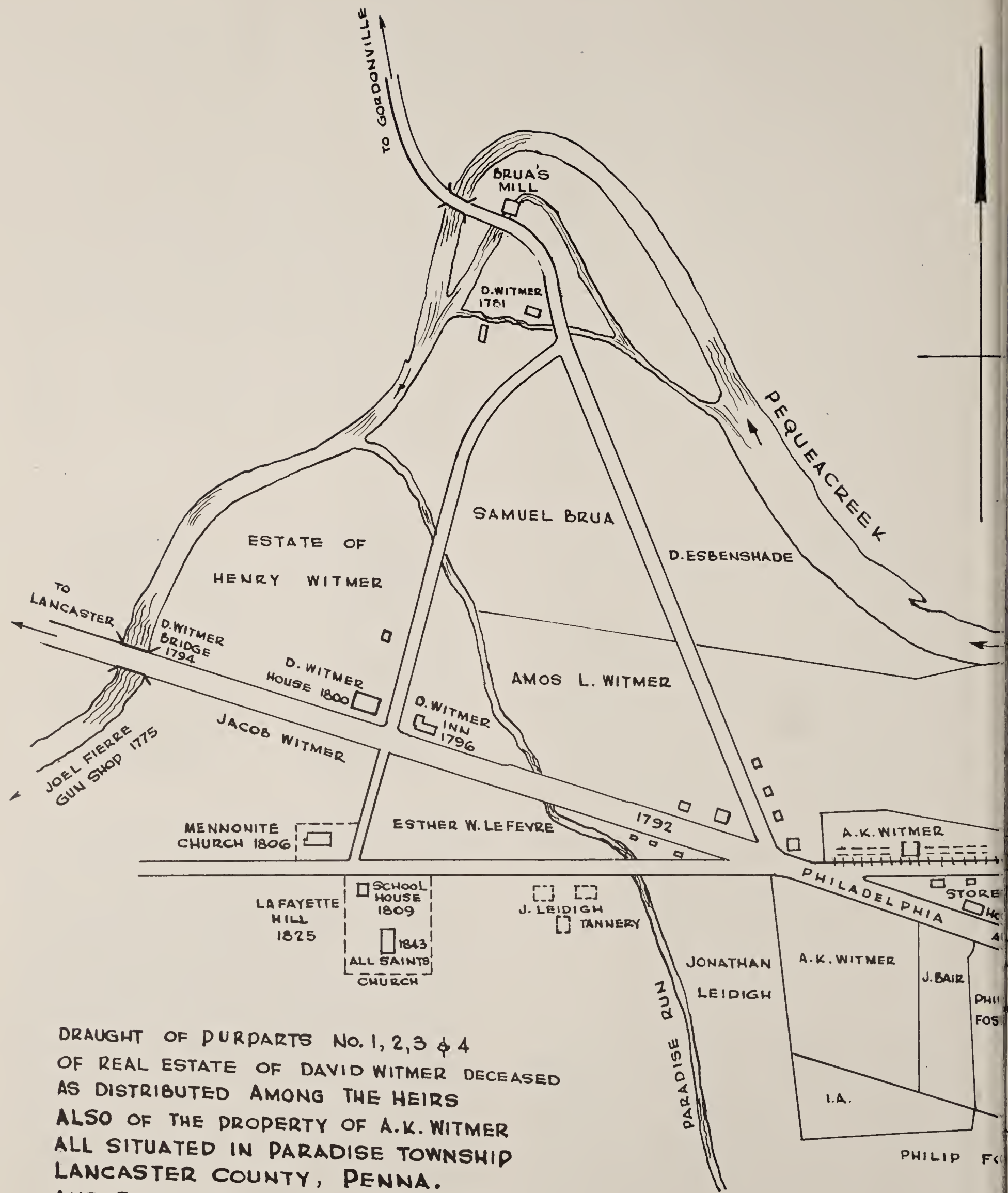
— Lancaster County Historical Society

The children of David Witmer, Jr. and his wife Jane Lightner were nine in number, seven of whom were living in the year 1872. David, Jr. and Miss Lightner were married on April 29, 1800 and honeymooned in Philadelphia where they were recorded on film. The children from this marriage include Amos L. Witmer who built the house now referred to as the Judge Landis property as well as the property next to the bank and often called the "store" property. Amos and his wife Amanda Herr, the daughter of John Breckbill Herr, who was a miller in the Soudersburg area, were the parents of Mrs. Charles I. (Jesse) Landis who celebrated her 105th birthday on February 10, 1962.

Another son, Elam, married Marie Musselman and then moved to the Philadelphia area.

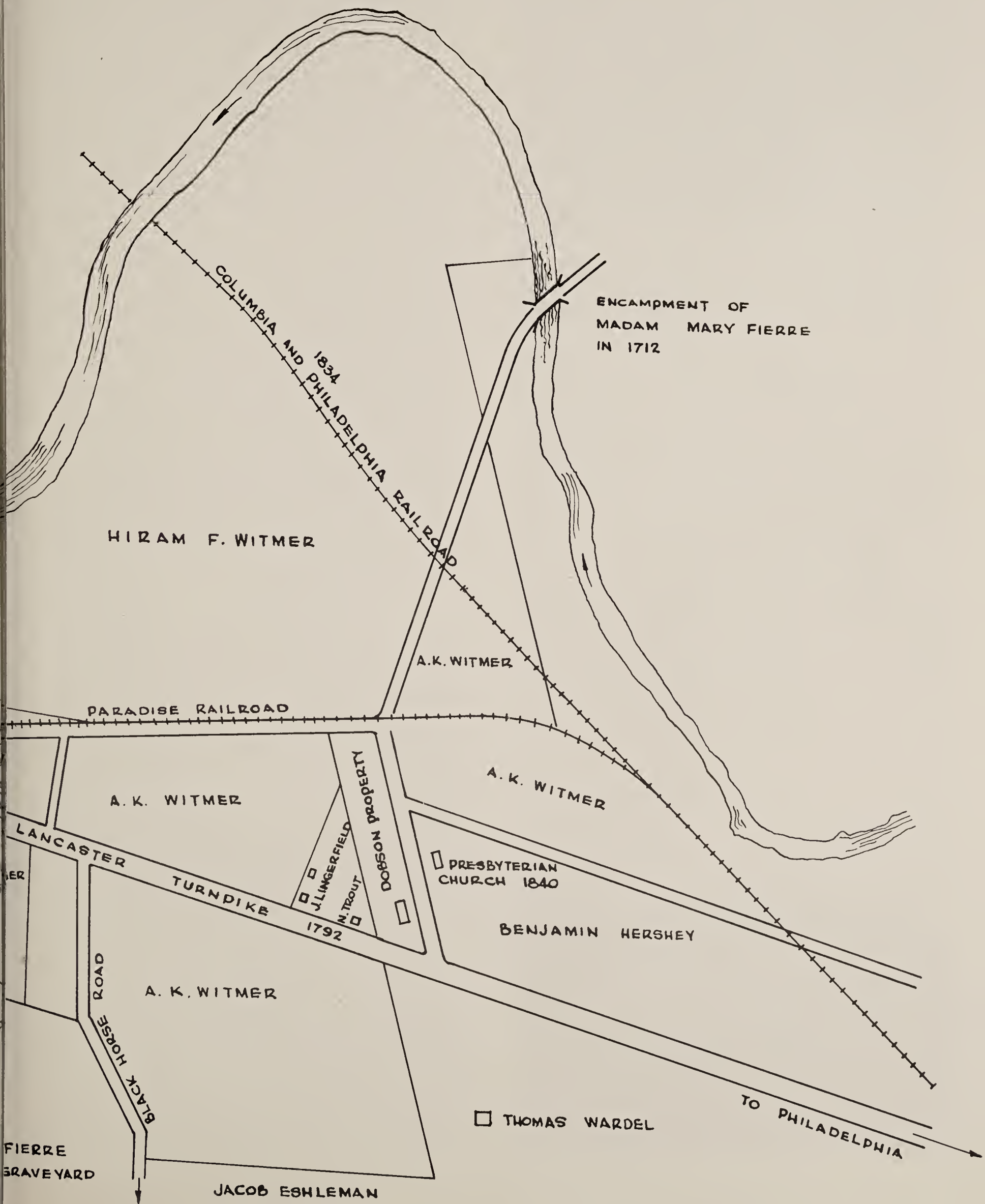
Daughter Emma married Benjamin Herr, believed to be a brother to Amanda Herr, wife of Amos L. Witmer.

Jane Juliet, another daughter of David Jr., married Jacob Eshleman. This man was widely known as a miller owning two mills in Paradise Township (and one in Newport, Perry County). These mills, both standing as of 1962, were known as the London Vale Mill and Evergreen Mill. Mr. Ernest Eshleman, Mr. Eugene Esh-



DRAUGHT OF PURPARTS No. 1, 2, 3 & 4
 OF REAL ESTATE OF DAVID WITMER DECEASED
 AS DISTRIBUTED AMONG THE HEIRS
 ALSO OF THE PROPERTY OF A.K. WITMER
 ALL SITUATED IN PARADISE TOWNSHIP
 LANCASTER COUNTY, PENNA.
 AND EMBRACING WITHIN THEIR LIMITS
 THE VILLAGE OF PARADISE.

BY J. HAYS LINVILLE - FEBRUARY 1854





— Lancaster County Historical Society

leman, Mr. Kendrick Eshleman and Mr. Joel Eshleman, present residents, are all descendants of this man. The mill at Newport was destroyed during the time of the Johnstown flood.

Another son, Hiram, built a home that now is the scene of a restaurant and gift shop located between the post office and Route 30. His wife was Margaret Hoover.

The third daughter, Esther Eveline, married Jacob Hoover, a brother of the wife of Hiram. These people became the parents of Dr. David Hoover who died in the service of his country and Dr. George Hoover, a medical doctor who became the first druggist in Paradise. The drug store was located diagonally across Route 30 from the present location of Singer's Store.

Adam K. Witmer, who married Hannah Steele, lived in the house currently occupied by the Spade family. This man is noted also for the warehouse that he developed. This warehouse was the original of the present day Ressler and Son Mill. The son of Adam K. and Hannah, named John, built the large house across from Milley's Service Station for his wife Celia Lightner, daughter of Hopkins Lightner. Another son Exton drew the chart that described the land in the Paradise area as of 1854.

Several of the members of this family were appointed postmasters as will be indicated in another area of the book.



HERSHEY FAMILY

A family name that appears on school class records more often than any other is that of Hershey. This could serve as an indication of the name of the most prominence in the township in 1962. The point of origin of this group bears consideration at this time, especially since many residents with names other than Hershey can be traced to Hershey ancestry.

In a book entitled **Hershey Family History** that was compiled by Henry Hershey in 1929 the ancestry is traced in the following manner.

It appears that the name originated in Switzerland where the name appears and the emblem for the name is a deer. The language of Switzerland is German, and in German the name for deer is "Hirsch". There are, at present, twenty variations of spelling of the name.

The history of this group was traced to one of honorable lineage. The men followed agriculture as a means of livelihood. The first man of the family to be christianized was a Moses Hirschel, a former follower of the Hebrew race. When he became Christianized, he changed his name from Moses to Christian. During the succeeding generations many children were given names that appeared in the Bible.

Mr. Hershey states that all the Hersheys who came to this country were members of the Mennonite Church prior to their arrival.

The first family to set foot on American soil was that of Christian Hershey who arrived with his three children, Benjamin, Andrew, and Anna in the year 1709. They located on a farm one-half mile west of Herr's Ice Factory on Lincoln Highway west. By 1930 there were descendants of this Hershey family in every state of the United States.

The ancestors of most of the Hersheys in Paradise Township can be traced to an Andrew Hershey who moved from Appenzell, Switzerland, to the Palatinate at the Court of Freidensheim, Germany. Then in 1719 Andrew and two of his sons, Andrew and Benjamin, located in Lancaster County. In the year 1739 the third son of Andrew, Christian, joined his family in America.

Throughout the generations this family had remained close to the soil. They own many of the farms in the township even today.

One other feature worthy of note is the determination of this group not to participate in armed conflict. A Declaration written by Benjamin Hershey was presented to the Honorable House of Assembly on the 7th of November, 1775, stating the viewpoint of the Society of Mennonites. This Declaration may be read in full in the above named book. It is a Declaration to which many members of the family still subscribe.

DENLINGER FAMILY

If one begins to tabulate a list of name in the area of Paradise, the name Denlinger is almost certain to be found. Members of this family group have settled in this area possibly as early as 1728. The ancestry of the residents bearing this name today is traced to a Johannus Denlinger, who was born in Germany. It is believed that in the transition the spelling of the name was altered. This could also account for the variations in existence today.

The two sons of Johannus were Jacob, who lived in what is now East Lampeter Township, and Henry, who was granted a patent from Thomas and Richard Penn dated May 31, 1770. This patent was named "Denlinger's Choice" and was situated somewhere south of what is now the Paradise Township voting site. This land area encompassed 76 acres. The reason for the name "Denlinger's Choice" is uncertain at the time of this writing.

Since Henry died without issue, in 1776, the land passed to his brother Jacob. John, the son of Jacob, inherited "Denlinger's Choice" and other land in Paradise Township. Among other lands that he acquired were the farms now located east of Leaman Place, on both sides of Route 30.

The son of this man, John, who in records is known as John Sr., acquired the land in the next generation. He, in turn, left the land to his son, John, Jr. This man is referred to as "Gentleman John Denlinger" in the writings of the mid and late nineteenth century. The children of this man acquired the land once owned by "Gentleman John" and some of them remain on the properties until this day. Lewis and Noah Denlinger are two of these men.

The original Denlinger was a carpenter by trade. As one scans the records of the township one discerns that the descendants of this man were personally industrious but also civic minded. There are members of the clan who were school directors, millers, surveyors, carpenters, florists, educators, veterinarians, farmers, warehouse operators, doctors, store-keepers and even writers and editors of books celebrating the 250th anniversary of the area's settlement.

While many of the group are members of the Mennonite Church, some are members of a German Baptist Church, some the Church of the Brethren, some the United Brethren and some Presbyterian.

KENEAGY FAMILY

In 1770 we find records of Ulrich Keneagy coming from Switzerland. He settled in the Black Horse area and owned the land on which Christ's Home now is located. His son, Henry, remained on this land, but another son, John, settled in the Kinzer area. Part of the present house on the farm south of Kinzer was built by John's son, Henry, in 1812. This land was occupied by this family for five generations. The last one was C. J. Keneagy and his family.

In Bare's **Atlas of 1864** one finds record of a distillery and grist mill operated by John S. and C. Keneagy on Carpenter's Run. This was near the present township buildings. In the 1860's when many people were enthused about the forthcoming election campaign of Lincoln and Breckenridge, a Dr. Samuel Keneagy (son of Henry) then a physician in Strasburg, was quite a political figure. He spoke at political rallies for Lincoln, some of which were held at the public houses of Jacob and William Keneagy of Paradise Township. These were believed to be in the area of the old Black Horse Inn. Even today the road leading south from this area to the Mine Ridge Road is called Keneagy Road, going thru "Keneagy Hollow".

Today a descendent of this family, Mr. Harold B. Keneagy, is president of the Lancaster County School Board and lives in Leaman Place.

THE FREWS

by Beryl Frew Jones

The Frews descended from an old Huguenot family who were driven out of France by religious persecution and had sought refuge in North Ireland. About 1830 Shaw Frew emigrated with his wife and two children from Ireland to a farm in Leacock Township and lived there until his death in 1870. His wife Eleanor Butler, was the daughter of an Englishman, resident of Ireland and sister of an officer in the English Navy. The family of Shaw and Eleanor Frew consisted of the following children, David, James, Mary, William C, Shaw W., Mellisena and George B.



William C. Frew, son of Shaw and Eleanor Butler Frew, one of the most prominent citizens of Paradise Township, and familiarly known as "Captain" or "Squire" Frew was born February 18, 1842. He was educated in the common schools. At sixteen he assumed the task of taking care of himself. Learning the trade of carriagemsmith, he was employed at that trade until the breaking out of the Civil War. The career of Squire Frew in the army was long, honorable and eventful. He enlisted as a private October 4, 1861 in Co.D. 2d. Penna. Volunteer Cavalry, served in the ranks until 1864, was promoted to Corporal, then to Quartermaster Sergeant, then to Captain of Co. G. 2d P.V.C. on February 27, 1865. Captain Frew saw very active service. He participated in twenty odd battles, was a prisoner in Libby Prison from December 28, 1862 until March 1863. He was wounded June 24, 1864. One memorable moment in his career was serving in the provost guard during Lee's surrender.

After return from service, Captain Frew engaged in railroad construction for about two years. Then he returned to his trade as coachsmith, at this time acting as foreman for some years for Jacob Wenger, the leading coach manufacturer of Paradise Township. In

1879 he began for himself the operation of a carriage manufacturing establishment, making all kinds of light vehicles for the local trade. After continuing this business for 21 years he sold out in 1900. Part of original building is now a double house—the second one east of Paradise Hotel.

He was appointed Justice of the Peace in 1872 and held that office continuously for 28 years. He also served on the board of education for sixteen years, nine years of which he was secretary of the school board. He was married March 27, 1866 to Susan Hull, daughter of George and Sidney Hull. To William C. and Susan Hull Frew were born the following children; Harry, George, Edith, May Ross. The mother of these children was a member of the Presbyterian Church, the father a vestryman in the Episcopal Church.

George B. Frew, brother of William C. Frew and son of Shaw and Eleanor Frew, was a well known drug-gest in Paadise. His store as located west of the All Saints Episcopal Church. After this drug store burned he moved to the old stone building just west of Paradise Hotel, later known as Eaby's General Store.

Dr. George W. H. Frew, son of William C. and Susan Hull Frew was born October 13, 1871 in Paradise Township. He received his education in the public

schools and the Millersville State Normal. For three years he taught in public schools. Choosing medicine as is profession he in 1891 entered the University of Pennsylvania and was graduated in 1895. After graduation Dr. Frew located in Paradise where he continued his practice until his death. He attained wide recognition and success.

Harry Shaw Frew son of William C. and Susan Hull Frew was born May 21, 1870, was educated in public schools and attended Lancaster Business College. He was associated with his father in the carriage business until 1900. Later he was appointed Postmaster at Paradise and served in that capacity for many years. He married Ella Bowers in 1892, and to them were born the following children; Eleanor, (deceased), Mary Ellen (deceased), Beryl, Miriam, William A. and Harry B. Frew. William A. Frew was owner and operator of Lancaster County Seed Company and Paradise Printers, having taken over the operation of the Lancaster County Seed Co. at the death of the original owner Ralph W. Eby. Dr. Harry B. Frew attended public schools, graduated from Lancaster Boys High, Stevens Trade, Dickinson College, and Kirksville School of Osteopathy, Kirksville, Mo. He was very active in college sports, particularly football. He has been practicing in Paradise Township as Doctor of Osteopathy, since 1929. He has two children William Wood Frew and Sally Frew Watson.



LICHTY FAMILY

by Averill Lichty

The Lichtys in Paradise and surrounding area are descendants of Isaac Lichty and wife, Magdalena Sensenig Lichty, who came to live in Paradise from Caernarvon Twp. in 1880. They bought the tannery and adjoining farm. Isaac was a farmer by trade. Their children were David S. (tanner), Christian (carpenter), Martin (baker), Isaac, who located in Philadelphia, Mrs. Jacob Rutt, and Mrs. Martin Rutt—all made their homes in this area except Isaac.

David S. (tanner) and his wife, Lydia Martin Lichty, moved here and rented the tannery in 1878. They lived in the farm house until his father bought the place. Then he built the house east of the tannery and his family lived there until 1897. This house is now owned by Raymond Sheaffer. They moved back to the homestead place and Miss Clara Lichty has made this her home for the past 65 years. David's children—Mary, Walter, Lena, Emma, Lydia, Clara, Abram and Bessie all made their homes in Paradise and nearby towns, except Mary. Mrs. Lena Shirk, Mrs. Lydia Scott and Miss Clara Lichty are living at the present time.



David's son Abram married Hazel Troop and lived on the home place. He was a livestock dealer, hide buyer, and farmer. Their children are Charles, Arlene Ebesole and Warren. (Jeanette Newcomer and Nancy Lichty are not living.)

At present the homestead is occupied by Abram's oldest son, who operates the business as set up by father and grandfather. Charles married Averell Kensing. Their children — C. David, Elizabeth Ann, J. Thomas and Mary Lou—are the fifth generation of Lichtys to live in this old stone structured farm house. The architecture of the house dates it to the early 1800 period. The southeastern portion of the house proves to have been a dwelling prior to this period—to which several sections had been added in later years.

CHRISTIAN LICHTY'S SONS

Christian Lichty and Martin B. Rutt established this contracting and building business in 1890. The business operated for 10 years under these two men.

In the year 1900 Christian Lichty took over the entire business and for 38 years was its sole owner and operator. During these years the business bore the name of Christian Lichty. Four sons of Christian Lichty worked with him during this time. Their names in order of age

are John B. Lichty, C. Parke Lichty, Martin B. Lichty and Frank B. Lichty. John B. Lichty died in 1925 as a result of a fall while repairing the roof of the Joseph Brackbill Warehouse (now Paul M. Ressler & Son).

On January 1, 1938 the three remaining sons of Christian Lichty formed a partnership to continue the operation of the business which was then named Christian Lichty's Sons. It was during this first year of the partnership that Christian Lichty died, (May, 1938).

The business continued to operate as the original partnership until the death of Martin B. Lichty (December 24, 1955). At this time, C. Parke Lichty withdrew from the business, but continued to work part-time, which he still does at the time this book goes to press.

A new partnership was formed in 1956 between Frank B. Lichty and Donald S. Lichty, the son of Martin B. Lichty. This partnership still operates Christian Lichty's Sons today.

In the early days of this business much of the building consisted of homes, barns and tobacco sheds. Down through the years the business has spread to all kinds of building.

Some of the buildings in the community, in addition to a large percentage of the homes in Paradise and Leaman Place, erected by this business are:

- Amos Eby Company Warehouse—Original Building, Present Building after fire
- Emma Hershey Garment Factory—Original Building
- Joseph Breneman Mansion
- Leacock Presbyterian Church—First and Second Addition
- Leaman Place Milk Station
- Milley's Service Station
- Paradise-Leaman Place Fire Hall—Original Building
- Paradise Mennonite Church—Addition
- Paradise Post Office
- Paradise Twp. High School—Now Paradise Twp. Elementary School
- Paul M. Ressler & Sons Warehouse—Original Building, Present Building after fire
- Shirk's Garage
- State Bank of Paradise
- Strasburg Mennonite Church
- Tri-Mor Factory—Formerly Jacob Brown Shirt Factory
- Trojan Boat Factory—Kinzers Plant—Formerly Kinzers Planing Mill
- United Brethren Church—First Addition



RESIDENTS AND FRIENDS OF PARADISE — 1962

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 Mr. & Mrs. Paul E. Axe
 A Friend
 Mr. & Mrs. Russell B. Axe
 A Friend
 Marvin L. Althouse
 Mr. & Mrs. Edwin Leon Ames & Family
 Mr. & Mrs. Robert H. Baxter
 Mr. & Mrs. Richard Brooks
 Mr. & Mrs. Alpheus S. Becker
 Mr. & Mrs. Warren H. Brackbill & Family
 Ellis Brackbill & Family
 Mae I. Bowman & Family
 Maurice S. Buckwalter
 Mr. & Mrs. Edward E. Bollinger
 Mr. & Mrs. James W. Bowman, Daryl & Donald
 Mr. & Mrs. John C. Book
 Brackbill's Garage, Intercourse
 Miss Ruth Beam
 Miss Rachael Beam
 Mr. & Mrs. Ross B. Buckwalter & Marie
 Mr. & Mrs. Ira L. Brown
 Mr. & Mrs. Wilson G. Brown
 Mr. & Mrs. I. Lee Brown & Family
 Betty & Paul Beane & Family
 Mrs. Arthur J. Burks
 Mr. Lloyd Bortzfield
 Mr. & Mrs. Paul Beane Sr. & Nancy
 Mrs. Leta Danner Byrne
 Mr. & Mrs. George T. Beane
 Mr. & Mrs. B. R. Brackbill
 Mrs. Chester Brown
 Mr. & Mrs. James Brackbill
 Mrs. Myrtle Boose
 Mr. & Mrs. Lewis Bryson
 Mr. & Mrs. J. Ronald Burkholder & Mike
 Alan R. Brown
 Mr. & Mrs. Roy E. Bickel & Family
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 Mr. & Mrs. Ivan Bowman Jr. & Son
 Mr. & Mrs. Gilbert Book
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 Mr. & Mrs. Jacob Brackbill
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 Mr. & Mrs. Robert C. Denlinger
 Mr. & Mrs. Walter S. Denlinger
 Mr. & Mrs. Aaron S. Denlinger & Nancy
 Mrs. Ralph Danner
 Arlene Denlinger
 Erma Dull
 Earl S. Denlinger Jr.
 Ralph W. Denlinger
 Gordon R. Doutrich
 Earl S. Denlinger
 Noah E. Denlinger
 Ross E. Dennison
 Mr. & Mrs. Victor J. Denlinger
 Mr. & Mrs. C. J. Denlinger
 Mr. & Mrs. Melvin Denlinger

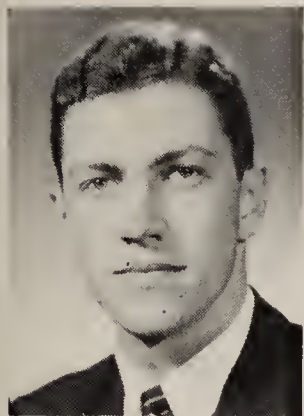
Mr. & Mrs. Ferree Erb
 Mr. & Mrs. Robert Eby & Family
 Henry, Arlene, Chuck, & Bruce Ebersole
 Mr. & Mrs. Raymond J. Eshleman & Family
 Mr. & Mrs. Arthur W. Eshelman
 Mrs. Parke F. Esbenshade
 Mr. & Mrs. Robert D. Esbenshade, Linda & Bobby
 Mr. Clarence B. Eshleman
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 Mr. & Mrs. Silas K. Eshleman
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 David H. Fox
 Thomas R. Fox
 Isaac L. Fisher
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 Irvin Groff
 Elvin Groff
 Roy L. Grube
 Rachel J. Groff
 Mr. & Mrs. Clarence J. Groff & Family
 Mr. & Mrs. Harry Gregg
 Mr. & Mrs. Parke Girvin & Family
 Eugene R. Groff
 Mr. & Mrs. G. Duffield Gregg
 Mr. & Mrs. Robert B. Gregg
 Jack, Iris Groff & Boys
 Mr. & Mrs. Maurice Groff
 Betty Jane Groff
 Mr. & Mrs. Theodore M. Gregg
 Gladys E. Gregg
 Esther E. Gregg
 Mr. & Mrs. Lloyd Groff
 Mr. & Mrs. Vernon Graham & Family
 Mr. & Mrs. John E. Groff & John R.
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 Mr. & Mrs. Frank Gregg & Family
 Mr. & Mrs. M. B. Gregg
 Mr. & Mrs. Raymond Geiter & Family
 Miss Mary R. Groff
 Mr. & Mrs. Willis D. Hershey
 Mr. & Mrs. Amos C. Hoover
 Ralph J. Homsher
 D. Warren Hershey
 Mr. & Mrs. Raymond Herr
 Lorraine & Sue Haubert
 John Hoffecker

Mr. & Mrs. Paul Hershey
 Simon Herr
 Mr. & Mrs. David M. Hostetter
 Mr. & Mrs. Charles Haubert
 George Herman
 M. F. Hoffecker
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 Capt. & Mrs. Eugene Harsh & Daughter
 Mr. & Mrs. Ralph E. Helm
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 Mr. & Mrs. Kenneth E. Hershey & Family
 Mr. & Mrs. Richard Hyatt & Leigh
 Mr. & Mrs. Glenn Hostetter
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 Jacob Herr
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 Victor E. Hershey
 Mr. & Mrs. Vincent Heshey & Family
 Mr. & Mrs. C. Maurice Hershey
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 Mr. & Mrs. Richard P. Hicks & Family
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 Mrs. Mabel Hutchinson
 Mabel Houck
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 Miss Clara Lichty
 Mr. & Mrs. Charles Lichty, David, Betsy, Thomas, & Mary Lou
 Mary W. Leamon
 Lucy A. Leamon
 China Mary Leaman
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 Mr. & Mrs. Benjamin B. Landis & Family
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 Mr. & Mrs. Charles H. Leaman & Family
 Mr. Harry Melleby
 Mr. & Mrs. Meshey & Family
 Mr. & Mrs. Jay Martin
 Mr. & Mrs. Stanley Moore
 Mr. Mario
 Mr. & Mrs. Raymond Martin & Family
 Mr. & Mrs. Irvin H. Martin & Family
 S. Cecelia McIlvaine
 Mr. & Mrs. W. H. Moore & Family
 Mr. & Mrs. Jeremiah Moore
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 Edith Mowrer
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 Pauline Lichty Martin
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 Mr. & Mrs. Edgar H. Mowrer
 John B. Myers
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 William S. Miller
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 Jacob B. & Mary W. Mowery
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Buzz Rynier	Mrs. Clare H. Watson
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ANNIVERSARY CELEBRATION OPENS

MEMORIAL DAY, 1962

The first official activity of the Paradise community in preparation for the celebration of the 250th anniversary of the arrival of Mary Ferree was the participation in the annual Memorial Day parade at Strasburg on Wednesday, May 30, 1962. Special arrangements were made with the Strasburg Railroad and train transportation was provided for participants and observers round trip from Paradise. Headed by the Band of Braves from Pequea Valley, dressed in their red and white uniforms, the group included Girl Scouts and their little sisters, the Brownies, the Boy Scouts and their younger element, the Cubs, and many of the townspeople dressed in costumes of a century or more ago.

A special attraction was the horse drawn carriage driven by Ralph W. Eby, Jr., on which were riding Mary Ferree (portrayed by Mrs. Lee Lefever, president of Mary Ferree Society), William Penn (portrayed by

Amos B. Witmer) and Little Beaver, the Indian Chief (portrayed by Lee Lefever). These characters played dominant roles in the history of the area.

The Brothers of the Brush, those members of the community who have chosen to grow beards, also paraded at this time. With them travelled a mobile jail, into which were thrown many clean shaved men from the area who were watching the parade. The requirement for release was the purchase of a permit to save, the cost of this item being \$2.00.

A tired, but still enthusiastic, group disembarked at the Leaman Place station at 12:00 noon. They had, however, written a page in history through their efforts. To some extent they had repeated a performance common to many of their ancestors on other Memorial Days. The celebration of May 30, 1906, is included for the reader's entertainment.



250TH ANNIVERSARY PROGRAM



FRIDAY, AUGUST 31, 1962 - YOUTH DAY

DOLL SHOW FOR GIRLS	1:00 P.M.
MODEL SHOW FOR BOYS	1:00 P.M.
CHILDREN'S ART SHOW	2:00 P.M.
PET PARADE	3:00 P.M.
BABY PARADE	6:00 P.M.
DINNER AT THE PARK	
PAGEANT	8:00 P.M.
FOLK DANCING AND SINGING	10:00 P.M.

SATURDAY, SEPTEMBER 1, 1962

PARADE	11:00 P.M.
(SINGER'S STORE TO SCHOOL ON U.S. 30)	
LUNCH AT THE PARK	
ARTS AND CRAFTS EXHIBITS	AFTERNOON
PROJECTS AND DISPLAYS	AFTERNOON
BEARD JUDGING CONTEST	3:00 P.M.
COSTUME AND FASHION FINALE	3:00 P.M.
DINNER AT THE PARK	
PAGEANT	8:00 P.M.
FOLK DANCING AND SINGING	10:00 P.M.

SUNDAY, SEPTEMBER 2, 1962

COMMUNITY PICNIC FOR EVENING MEAL	
EVENING VESPER SERVICE	8:00 P.M.
ADULT ART SHOW	FRIDAY, SATURDAY, SUNDAY
FLOWER ARRANGEMENT DISPLAY	FRIDAY, SATURDAY, SUNDAY
TREASURED ITEMS OF HISTORICAL INTEREST THAT ARE MORE THAN 50 YEARS OLD (ELEMENTARY SCHOOL)	FRIDAY, SATURDAY, SUNDAY
HOMECOMING SERVICES AT ALL LOCAL CHURCHES ON SUNDAY MORNING.	

MEMORIAL DAY

Ninety four years ago the first formally appointed Memorial Day was observed. On May 5, 1868, General John A. Logan, then Commander-in-Chief of the Grand Army of the Republic, issued the order establishing Memorial Day.

Citizens throughout the nation observed this event in many ways. The basic purpose was the honoring of those who suffered and died that we might enjoy the blessings of a nation conceived in liberty, where there shall be equal rights to all and special privileges to none.

Shortly after the turn of the present century citizens of Paradise and Strasburg decided to plan a special commemorative program. A June 1, 1906 copy of **The Home**, a paper printed in Strasburg, lists the complete agenda of the day.

The planning was begun on February 16, at the residence of J. M. Eby. Pastor R. L. Chittendon was appointed chairman, P. W. Shearer—secretary, and J. R. Baughman—treasurer. Two other men, Amos Benner and Henry Shroader, served on the committee. **The Home** states "Wednesday, May 30, saw the fulfillment of the pupose of that meeting and Paradise won to itself honor."

The article continues:

"How well the committee, with the hearty cooperation of the citizens of the community, accomplished their work was well demonstrated by the excellent arrangements and exercises, the large attendance and the general pleasure and satisfaction expressed by everybody. The day was perfect, neither too warm nor too cool, and the roads neither dusty nor muddy. The very best of order prevailed, and not a case of drunkenness or rowdiness was seen, and not an accident occurred. It was a social, neighborly gathering where entire families could attend. . . . The large attendance of Bible School children was especially commendable, and that so many, from the little tots to the aged men, were willing to participate in such a long parade, and the fact that so many men were willing to lay aside their daily work in honor of those who defended the country in its hour of trial, showed the spirit of patriotism still lived in the people of this community."

A J. N. Neff Post of Strasburg was organized, membership being open only to those who served in the Civil War. Two of these members, who lived in Paradise in 1906, were Amos Benner, who served in the 2nd Pa. Cavalry for three years and three months, and James W. Smith, an escaped slave who later served in the 32nd U.S. Volunteers.

Services were conducted in Strasburg and in Paradise. From 8 to 10 o'clock committees decorated graves of soldiers in all graveyards in the area except the Strasburg cemetery and the Presbyterian cemetery in Paradise. At 10 o'clock the Neff Post, under B. F. Brown, G.A.R. Officer of the Day, led the parade to the Strasburg cemetery where Memorial Seviles were held.

The group was dismissed for one hour between 11 and 12. At 12 they reassembled, marched to the Strasburg railroad station and took a train for Paradise.

At 1 o'clock, Chief Marshall H. S. Frew began organizing the line at the IOOF Hall with the assistance of the following aides: Maris B. Weaver, Brinton Lichty,



P. Morris Eaby, and Amos H. Groff. The parade included the Bible schools of the Episcopal, Presbyterian and United Brethren Churches, the Odd Fellows, the Knights of Pythias, Junior American Mechanics and others. Floats were exhibited by Paradise, Strasburg, and North Star.

At 1:30 the above delegation marched to Leaman Place where they met the G.A.R. and the Sons of Veterans. The line, numbering around 400, then marched to the Presbyterian cemetery where the graves were decorated. Services were conducted at the grave of Samuel F. Overly by J. F. Ingram, assisted by Chaplain I. N. Helm.

The line of march then continued to LaPark, then to the turnpike and then to the Hall. The Hall had been appropriately decorated by P. W. Shearer and J. R. Baughman.

Music in the Hall was given by a choir that was led by J. M. Hooley and included: Mrs. E. J. Renshaw, Mrs. Miller, Mrs. J. M. Hooley, May Nneip, Hazel Troop, Edna Eby, Alta Eby, Lydia Miller, Elsie Graham, Mrs. Harry Troop, Mrs. Herbert Glouner, Bertha McGee, Rena Bryson, Helen Workman, Carrie McGee, Mrs. Pugh, Roy Boyce, Samuel Hershey, Maurice Hershey, Dr. G. W. H. Frew, Charles Hershey, Jacob H. Kreider, Herbert Glouner and John Kellenberger.

The Hall could house only half the people who were present to hear the speakers: Pastor R. C. Chittendon, Charles W. Eaby, Pastor D. R. Workman, Pastor E. J. Renshaw and John Weaver.







LANCASTER - PHILADELPHIA TURNPIKE

1792 - 1918



LANCASTER AND PHILADELPHIA TURNPIKE

The opening of the Lancaster and Philadelphia Turnpike marked the beginning of the turnpike movement in the United States. While not the first turnpike in the United States (in 1785 one was built in Virginia from Alexandria to Snigger's and Vesta's Gap) this one was observed and cited for the new ideas introduced in its planning.

In Pennsylvania as early as March 21, 1772 the General Assembly of the Commonwealth passed an act for opening and better amending and keeping in repair the public roads and highways. Little was done, however, until the first governor of Pennsylvania was inaugurated.

Thomas Mifflin became the first governor in 1790. Through his agitation many internal improvements were brought forth. The newly organized state treasury was quite defective. No internal improvements were possible through it. The only alternative was to have the legislature grant franchises to private companies for turnpike building. In his opening message to this group, he asked that a committee be formed to study the problem and present him a report.

In February of 1792 Mifflin received this report from his committee:

"That we have had the subject under consideration and are of the opinion that a road may be obtained between Lancaster and Philadelphia in a straighter direction and over more level country than any of the roads now in use, but, at the same time, we doubt whether the Legislature is possessed of sufficient documents to fix precisely the route and direction which will be the best."

"The committee are also of the opinion that the great quantity of heavy produce to be transported between the two places will require an artificial road bedded with stone and gravel, the expense of which will be very great, and beyond the present ability of the state to undertake at the public charge, but there appears to be a disposition among the citizens to undertake it at their private expense, if a company were formed and incorporated, with the powers to raise a

sufficient capital, by subscription, to effect the work and to fix gates, or turnpikes, and demand reasonable tolls from persons using said road."

"The committee are further of opinion that the importance of the trade between the city and county, through which such road must pass, will justify the Legislature in erecting such a company, and granting to them all the necessary rights, privileges and franchises."

This committee then submitted a resolution that a committee be appointed to bring in a bill for incorporating a company for the purpose of making an artificial road from Philadelphia to Lancaster. On February 18, this resolution was adopted, the same committee being directed to carry it out.

On March 5, 1792 the committee presented and read a bill entitled "An act to enable the Governor of this Commonwealth to incorporate a company for making an artificial road, bedded with stone and gravel, from the city of Philadelphia to the Borough of Lancaster." This bill was read a second time on March 26, 1792. On subsequent days it was considered in a committee of the whole House. On March 29, they reported it to the House, with amendments. On March 31, it was read a third time, the Mayor and Recorder of Philadelphia opposing its passage strongly. The House passed the bill, however, and sent it to the Senate. On April 7, 1792, the Senate passed the bill, after making a few amendments, and returned it to the House for concurrence in these amendments. One amendment made was the addition of Matthias Slough and Abraham Witmer as commissioners. Both these men came from Lancaster.

This bill was sent to the Governor, and on April 9, 1792 it was approved. Thru this the Governor was given power to organize a company for the building of an artificial road from the Borough of Lancaster to Philadelphia.

The act was entitled: "An act to enable the Governor of this Commonwealth to incorporate a company for making an artificial road from the city of Philadelphia to the Borough of Lancaster."

The preamble stated: "Whereas, the great quantity of heavy articles of the growth and produce of the country, and of foreign goods which are daily transported between the city of Philadelphia and the western counties of the state, requires an amendment of the highway which can only be effected by artificial beds of stone and gravel, disposed in such manner as to prevent the wheels of carriages from cutting into the soil, the expense thereof will be great; and it is reasonable that those who will enjoy the benefits of such highway should pay a compensation therefor, and there is reason to believe that such highway will be undertaken by an association of citizens, if proper encouragement be given by the Legislature."

A SUMMARY OF THE ACT

Section I —

Elliston Perot, Henry Drinker Jr., Owen Jones Jr., Israel Whelen, and Cadwallader Evans, of the city of Philadelphia, and Edward Hand, John Hubley, Paul Zantzing, Matthias Slough, and Abraham Witmer, of the county of Lancaster were appointed commissioners to perform the several duties mentioned therein. It was provided that, before the first of May ensuing, they should procure two books in which to enter subscriptions for shares of stock at three hundred dollars per share, and should give notice in three newspapers of the times and places, in the city of Philadelphia and the Borough of Lancaster, when and where the books should be opened to receive subscriptions; that on the first day, anyone over twenty-one years of age should be at liberty to subscribe for one share of stock, on the second day, for one one or two shares, and on the third day, for one, two or three shares, and on succeeding days while the books remain open, any number of shares. Six hundred shares were allotted to Philadelphia and four hundred shares to Lancaster. Any person offering to subscribe was obliged to pay the attending commissioners thirty dollars on each share.

Section II —

When one hundred or more persons should have subscribed for five hundred or more shares, the commissioner should certify the same to the governor, who should thereupon issue letters patent to the company, under the title of "The President, Managers and Company of the Philadelphia and Lancaster Turnpike Road." The usual rights and privileges belonging to such a corporation were specifically granted to it.

Section III —

The seven persons first named in the letters patent should give notice of the time and place of organization, as therein specified, and that the subscribers should then proceed to organize the corporation, and choose, by a majority of votes by ballot, either in person or by proxy, one president, twelve managers, one treasurer, and such other officers as were thought necessary to conduct the business of the company for one year, and until other such officers be chosen. They were authorized to make by-laws, rules, orders, and regulations, not inconsistent with the constitution and laws of the Commonwealth. No person, however, shall have more than ten votes at any election, or in determining any question arising as to a meeting, regardless of the number of shares he holds.

Section IV —

The meeting of the company was fixed on the second Monday of January in every year, in such manner as designated in the by-laws. Authority was given at any annual or special meeting to make, alter, or repeal, by a majority of votes, all such by-laws and regulations, and also to do and perform any other corporate act.

Section V —

The president and managers were directed to procure written or printed certificates for shares of stock and to deliver the same to each person for each share subscribed, he paying to the treasurer in part of the amount due thereupon the sum of forty five dollars for each share, and the said stock to be subject, how-

ever, to all payments due or to grow due thereon. An assignee of any certificate, having first caused an assignment to be entered on the books, became a member of the corporation.

Section VI —

The president and managers may meet at any time or place agreed upon for transacting their business, at which five members formed a quorum. In the absence of a president, the managers may choose a chairman and minutes be kept of all their transactions. The president and managers were authorized to agree with and appoint all surveyors, engineers, superintendents and other officers as they should judge necessary to carry on the intended works, and to fix their salaries and wages.

Section VII —

Any stockholder, after thirty day's notice, in three of the public papers printed in Philadelphia, of the time and place appointed for the payments of any proportion or dividend of the capital stock, became liable, upon neglect to pay such proportion, to pay not only the dividend called for, but five percent a month for such delay. If the dividend and the penalty remained unpaid for a space of time that the accumulated penalties became equal to the sums before paid in part on account of such share, the same was forfeited to the company.

Section VIII —

President and managers and their employees may enter all lands, tenements, and enclosures thru which and over which the intended turnpike might be thought to pass, and examine the ground, quarries, beds of stone, gravel and other material in the vicinity that might be necessary in making the road. They were authorized to survey and fix the route or track for the same from the west side of the Schuylkill River, so as to pass near to or over the bridge on the Brandywine Creek, near Downingtown, and from thence to Witmer's Bridge, on the Conestoga Creek, and from thence to the east end of King Street, where the building ceased in Lancaster.

Section IX —

The president and managers, with their superintendents, employees and laborers, were authorized to enter upon contiguous lands and to dig and carry away stone, gravel, sand, or earth for the making or repairing of the road. However, they should make amends for any damages that might be caused, either by appraisal or arrangement.

Section X —

Permanent bridges were authorized over all waters crossing the road between the Schuylkill and the Conestoga, whenever necessary. The road should be laid out fifty feet wide, twenty-one feet of this be artificially bedded with wood, stone, gravel, or other hard substance, well compacted together, of sufficient depth to secure a solid foundation. The road should be faced with gravel or stone pounded, or other hard substance, in such a manner as to secure a firm, and as near as the material would permit, an even surface, rising towards the middle by a gradual arch. This should be so nearly level that at no place should it rise or fall more than an angle of 4 degrees with a horizontal line. This road was to be forever maintained and kept in perfect repair from the city of Philadelphia to the Borough of Lancaster.

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Section XI —

As soon as ten miles are completed from Philadelphia toward Lancaster and at every succeeding ten miles, the president, managers and company should report the same to the governor. He in turn would appoint three men to examine the road and report to him in writing whether the road was so far executed in a masterly workman like manner, according to the true intent and meaning of this Act. If their report should be in the affirmative the governor will buy license and lesser seal of this Commonwealth, permit and suffer them to erect and fix so many gates across the road as should be necessary and sufficient to collect the toll and duties granted to the company.

Section XII —

Appointed toll gatherers may stop any person riding, leading or driving horses, cattle, sheep hogs, sulky, chair, chaise, phaeton, cart, wagon, wain, sleigh, sled, or other carriage of burden or pleasure, thru the gates, until they pay their toll. The rates were fixed for every ten miles of the road, in proportion to distance or number of animals driven.

Section XIII —

No wagon or other carriage with four wheels, the breadth of which is not four inches shall be drawn over the road between December 1 and May 1, with a greater weight than two and one-half tons, or with three tons during the rest of the year; no carriage, whose wheel breadth is not seven inches, or being six inches or more should not roll at least ten inches, should be drawn along the road from December 1 to May 1 with a weight greater than three and one-half tons, or more than four tons during the rest of the year; no carriage with wheels ten inches or more wide, or being less should not roll at least twelve inches, should be drawn along the road between December 1, and May 1 with more than five tons and five and one-half tons during the rest of the year; no cart or carriage with two wheels, the breadth of whose wheels should not be four inches, should be drawn along the road with a greater weight than one and one-four tons, from December 1 to May 1, or more than one and one-half tons during the rest of the year; no carriage, whose wheels are not seven inches wide, should be drawn along the road from December 1 to May 1 with a load greater than two and one-half tons, or three tons during the rest of the year; no carriage, whose wheel's breadth is not ten inches, may be drawn with a greater load than three and one-half tons from December 1 to May 1, or four tons the rest of the year; no greater weight than seven tons should be drawn along the road in any carriage between the first days of December and May, and no more than eight tons the rest of the year; no cart, wagon, or carriage of burden whatsoever, whose wheels are not at least nine inches wide should be drawn over any part of the road, with more than six horses, shall more than eight horses be attached to any carriage whatsoever used on the road, and if any wagon or other carriage should be drawn along the road by a greater number of horses or greater weight, one of the horses attached thereto shall be forfeited to the use of the company, to be seized and taken by its officers or servants, who

should be at liberty to choose which of the said horses they may think proper, excepting the shaft or wheel horse or horses. It was provided here that the company may, by by-laws, alter any of the regulations in this section, if upon experimentation such changes are conducive to public good.

Section XIV —

Where carriages are drawn by oxen, wholly or in part, two oxen are equal to one horse in charging toll. Every mule is equal to a horse.

Section XV —

If the company fails to keep the road in good and perfect order for five days, and this information given to the Justice of Peace in that vicinity, the Justice will issue a precept directed to any constable, commanding him to summon three judicious free-holders to meet at the place in the road which was complained of. If the road is bad, the two toll gates nearest it are ordered to stop charging tolls until the road is repaired. If it is not repaired by the time of the court of Quarter Sessions of the county, the Justice must certify and send a copy of the inquisition to Justice of said court. The court then summons the person or persons in charge of the section of the road. If the persons are found guilty, the court may pass judgement according to nature and aggravation of the neglect and, as according to neglect and justice, fines and penalties imposed should be recovered in the same manner as fines for misdemeanors are usually recovered in said court. This should be paid to the superman of highways and used to repair the defective portion of the road.

Section XVI —

President and managers must keep a fair and just account of all money received from commissioners, subscribers and penalties for delay in payments and submit these accounts to meeting of stockholders, until road is completed and all connected expenses are paid.

Section XVII —

President and stockholders must, ever third year count of all money received by toll collectors, and declare dividends of clear profits and income, all contingent costs being first deducted. On the second Monday in January and July they should publish a statement of half yearly dividends to be made among the stock holders, and of time and place where it would be paid.

Section XVIII —

President and Stock holders must, every third year from date of incorporation until two years after completion of turnpike, lay before the general assembly an abstract of their accounts. If, at the end of these two years, it appears that the clear income and profits does not bear a dividend of six percent on the whole capital stock, tolls may be raised to meet this six percent. Every ten years after completion of road the General Assembly must be presented with an account of the three preceeding years. If the average profit here is shown to be over fifteen percent, tolls must be reduced to at least fifteen percent.

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Section XIX —

The company must erect posts at the intersections of every road falling into or leading out of the turnpike road, with boards pointing, to the direction of said roads. On these boards must be inscribed, on both sides, in legible characters the name of the town to which the road leads and the distance to it in miles.

Section XX —

Milestones must be erected along the road, beginning one mile east of Schuylkill and extending to Lancaster. These stones signify the distance one is from the west side of Philadelphia.



Section XXI —

All wagoners and drivers must keep carriage on right hand side of road, except when passing a slower carriage. A fine of two dollars is fixed for violators.

Section XXII —

If the company does not proceed to do the work within two years, or finish within seven years, the Legislature may resume all rights, liberties, privileges and franchises granted to the company.

Then on April 17, 1795 a supplemented Act was passed. By Section I of this later act it was provided that where the turnpike had been laid out on ground of any road wider than fifty feet, the president and managers might increase the width of the same extent, provided it did not exceed sixty eight feet; by Section II, in such places as deemed necessary, and if the owners are willing to sell the ground, the road may be increased to not exceeding sixty-eight feet; Section III contained a proviso that it is not lawful for the turnpike company to ask of any persons passing along the creek known as the Five Mile or Indian Creek any toll for a greater distance than they actually traveled. It was not lawful for the company to ask from or for persons living on or adjacent to said road, who might have occasion to pass by the said road upon the ordinary business relating to their farms or occupations, who shall not have any other convenient road or way by which they might pass, any toll for passing on or by the said turnpike.

CONSTRUCTION

In the late 1700's Lancaster was beginning to be a very thriving community. The only drawback was the fact that there was no means of trade. It was an inland town, with no good waterways. The Conestoga Creek was too shallow for much trade. As a result the citizens had to resort to moving all supplies by overland routes. The only highways or roads to be found were the old King's Highways. These were very inadequate. When it was first suggested by Governor Mifflin that roads be improved, the first thing thought of

was a new road from Lancaster to Philadelphia. The new Treasury of the Commonwealth was not able to support the building of a road. Hence the idea of a turnpike was struck upon. This was the first such venture in Pennsylvania. However when they saw the enthusiasm with which people bought shares, they saw just how much it could do. People both in Philadelphia and Lancaster rushed to buy stocks. William Webb, writing to Nathaniel Ellmaker said:

Near Lancaster, 5th June, 1792

"I have never seen men so wet with sweat in an harvest field, as some were in the crowd today, to subscribe to the Turnpike Road. Most of them did not think that the worst of it, for many did not get in for the prize, which warmed their minds as well as their bodies. The subscriptions closed with four hundred shares today, about 1 o'clock.

"Am with respect thy fd.

"Will Webb"

"Nl. Ellmaker"

Edward Bird, wrote from Philadelphia to Jasper Yeates on June 14,

"There was great confusion in this city about ye subscription to the Turnpike Road. I intended to have subscribed a few shares by way of encouraging the object, but finding that unnecessary I gave myself no furthur trouble about ye matter. My office was deserted the whole day by Mr. Davis and my apprentices, they having been infected with the Turnpike Rage. Everything is now turned into speculation. The quiet Quakers who attended for ye purpose of joining in ye Subscription, and encouraging the road, finding such an uproar, withdrew."

From the start, it was realized that there must be surfacing done on the road. A path would certainly not be sufficient. As a matter of fact, when they built the road, they did much better than many road builders do today. In selecting a route, a more direct route could scarcely have been selected. The descendant of the Turnpike, Route 30 or the Lincoln Highway, has many more curves and turns than the turnpike did. Of course, many of the curves and turns are due to the improvements and building along the sides of the road.

For the construction of the turnpike, a French engineer by the name of Tresaguet is to be given much credit, according to A. B. Hulbert in his book **The Paths of Inland Commerce**. He was the first to develop the plan of road-making drawn up by Thomas Telford and John McAdam. They had only begun teaching the English that art of covering the roads with crushed stone when the turnpike was in operation. McAdam's scheme was to cover the roadway with small broken stones. The stones had to be fine enough to pass thru a two and one-fourth inch ring. These could be put on either a soft or hard substratum. These stones were to be placed evenly with a rake with six to ten inches depth. The road was to have a fall from the middle to side of one foot to sixty feet.

Telford's plan was to put larger stones at the bottom and small stones at the top. Combining these two plans we have what is known as metalizing the road. This is what was done in the building of the turnpike. The building of the road as divided into five distinct sections. Each section had an appointed manager who received bids for contracts to do the work. Whatever

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stone or other material that was necessary, they got from the closest place possible. This accounted for the difference in type of stones found along the road after its completion.

The five men who were appointed as head of the five sections were Edward Hand, Andrew Graeff, Abraham Witmer, David Witmer, and Matthias Slough. They met at various times, discussing difficulties and working out plans for the finishing of the road. By October 18, of 1793 most of the work was done on the three eastern sections. However, the fourth and fifth sections were progressing more slowly, due to lack of labor and the fact that it was further from Philadelphia. At one of the appointed meetings Colonel Slough and the Witmers had a feud over a contract for building the road thru Hand's Pass. This is a pass on the line of the turnpike, a few miles west of Coatesville. It seems Colonel Slough was carrying a bid from Michael Foutz of Strasburg which was cheaper than the bid offered by David Witmer, one of their party. However when they held their meeting, in the House of Hunt Downing tavern in Downingtown, Slough wasn't given a chance. David Witmer got the contract. This so upset Slough that he published a pamphlet to the stockholders displaying his poor opinion of David Witmer. This article is still in existence today. It shows that even then the small group of superintendents often quarreled with one another.

The road was actually constructed fifty feet wide. Twenty one feet of this was covered with stone and gravel. It was arched in the center, sloping to the side with an angle of four degrees. This had to be kept in good condition at all time, as I said before. The road was sixty two miles long, extending from the west bank of the Schuylkill River to the Court House in Lancaster.

Much of the manual labor done, such as crushing stones and digging, was done by the newly arrived Irish settlers. They were sturdy men and hard workers. They would do jobs that other men refused to do. They worked long hours, for a low pay rate. Of course pay couldn't be too large for the company started from scratch to build something never built before.

By 1794 the turnpike was practically finished. However there were still some sections incomplete up until 1796. In May 13; 1796, an advertisement of Slough, Downing, and Dunwoody, for their stage line known as the Lancaster Stage Dispatch speaks of "the almost completion of the turnpike road from Lancaster to Philadelphia."

Jacob Hiltzenheimer, a very prominent citizen of this time wrote in his dairy:

"1796—November 27

At Reynell's we dined and afterwards stopped at Witmer's Bridge, and thence to Slough's in Lancaster. We found the road generally in good condition, only here and there the stones were not sufficiently covered with stones and gravel. — Mr. Whelen, General Miller and I left Lancaster and dined at Reynell's. I frequently got out of my chair and measured the bed of the turnpike, Which is full twenty-one feet wide, which is according to the law. —"

The Reynell's referred to here was located in what is now called Leaman Place. The building remains intact, although it has been converted to a dwelling house. The present owner is Miss Mary Leaman, direct



descendant of the man who bought the house from the

* The first regular stage to travel the turnpike was one which left Lancaster 5:00 P.M. in May of 1797 and arrived in Philadelphia the next morning around 5:00 A.M. This was record time for a stage carrying ten passengers a distance of sixty-six miles in twelve hours.

* Faris, Old Roads Out of Philadelphia

The course of the turnpike required three major bridges, namely, one across the Schuylkill River, one across the West Branch of the Brandywine Creek, and one across the Conestoga Creek. According to Hozard's Register of 1798 the bridge was built across the Schuylkill on Market Street. This was built of wood, costing three hundred thousand dollars. It was the first great structure of its kind in America. The time required to build the first great structure was amazingly short.

Witmer's Bridge, one mile east of Lancaster, across the Conestoga was built of stone. Copy of the inscription written in the tablet was placed on the parapet wall read:

"Erected by Abraham Witmer, 1799-1800. a law of an enlightened commonwealth, passed April 4, 1798, T. Mifflin, governor sanctioned this monument of the public spirit of a individual."

Mr. Witmer was paid for this bridge by collecting tolls.

The small bridge across the Pequea Creek was built in 1794 by Mr. William Wilson. He was an excellent stone mason. The bridge remained in good condition until it was torn down when Route 30 was widened to four lanes and the present concrete bridge erected. When Mr. Wilson finished the bridge, he was paid in specie by David Witmer, supervisor of this section. He buried this money, near the creek. About 1819 John Woodward found the money, after the creek had flooded.



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FINANCE

The opening task of the finance division of the turnpike was to sell the shares of stock. Originally it was planned to sell six hundred shares in Philadelphia and four hundred in Lancaster. They thought they might have a hard time selling them. However there was so much enthusiasm concerning the buying of shares that they had to cast lots to see who would be the lucky ones to buy the shares. I have already stated Edward Bird's letter to Jasper Yeates telling of the selling of the stock in Philadelphia and Will Webb's letter from Lancaster to Nathaniel Ellmaker.

The shares of stock were to cost three hundred dollars each. Thirty dollars had to be paid to purchase the stock. The rest was to be paid during definite intervals of thirty days. Here information is a bit hazy. Some men in writing about it say the shares were thirty dollars. This seems very illogical, for it would not have provided nearly enough funds for the building of the turnpike. The governor had authority to authorize the sale of more stock any time he felt it necessary for providing funds for the building of the road. It is known that he authorized sale of stock several times after the original sales. The last time was on February 5, 1796.*

* Lancaster Journal — February 5, 1796.

"That agreeable to a by-law of stockholders, subscriptions will be opened at the Company's office in Philadelphia, on Wednesday, the tenth of February next, for one hundred additional shares of capital stock in said company. The sum to be demanded for each share will be three hundred dollars, with interest to be paid at six percent on the different installments from the time they are severally called for, to be paid by original stockholder; one hundred dollars thereof to be paid at time of subscribing, and the remainder in three equal payments, at thirty, sixty, and ninety days, no person to be admitted to subscribe more than one share on the same day."

By order of the Board
William Govett,
"Secretary."

* On February 2, 1797, a letter from Elliston Perot, then president of the Turnpike Company, was read before the State Senate. It enclosed an abstract account of money expended in the making of the road up to that time. Exclusive of unliquidated contracts, \$444,753.72 was spent then. He also presented an estimate of \$8000. yet was necessary to build a bridge across the Brandywine Creek. There was always one restriction placed on the announcing of the sale of stocks. That was that the advertisement had to be printed in three Philadelphia papers, one printed in German, and one printed in Lancaster. The name of the Lancaster paper was "Der Nene Unpartheyische Lancaster Zeitung und Anzeigs-Nachrichten".

* Journal of State Senate — 1797.

The company's profits came from the tolls which they collected at the nine toll gates along the way. A list of these gates and the toll they collected follows:

Gate Number I	2 miles west from Schuylkill	
		collect 3 miles
Gate Number II	5 miles west from Schuylkill	
		collect 5 miles
Gate Number III	10 miles west from Schuylkill	
		collect 7 miles

Gate Number IV	20 miles west from Schuylkill	
		collect 10 miles
Gate Number V	29½ miles west from Schuylkill	
		collect 10 miles
Gate Number VI	40 miles west from Schuylkill	
		collect 10 miles
Gate Number VII	49½ miles west from Schuylkill	
		collect 10 miles
Gate Number VIII	58½ miles west from Schuylkill	
		collect 5 miles
Gate Number IX	Witmer's Bridge	collect 61 miles

Tolls gate or "Schlagbaume" laws and regulations were passed as early as April 1795. It stated that it is not lawful for the company to ask tolls of a person living on or adjacent to said road, on business relating to the farm if he has no other convenient road to use.

The company was always allowed to increase tolls to the place where the profit was six percent. However if profit exceeded fifteen percent the tolls had to be lowered. Usually after reaching six percent profit tolls were reduced or the extra profit was used to purchase stock for the state, eventually to abolish toll gates.

* Lancaster Journal — January 22, 1796

After 1840 the turnpike began to decline in usage due to the coming of the railroad. However it held on until in 1873 when they started to sell sections of the road. On March 1, of that year Mr. Calwalader Wickensham made the motion that they sell the section which ran from Lancaster to the place where the Newport road crossed the Turnpike. This is just a few hundred feet west of the Rising Sun Hotel in Gap. The Rising Sun Hotel was the hang-out for Clemson and the Gap Gang responsible for the Christiana Riot. The net proceeds for this sale amounted to \$9,826.50. This section then became known as the Williamstown Turnpike and operated until the 1920's.

This turnpike was the first important public improvement in Pennsylvania. In 1807 Albert Gallatin, then Secretary of the Treasury, in a report made to the Senate of the United States said, "The Lancaster Road, the first extensive turnpike that was completed in the United States is the first link of the Western Communication from Philadelphia."

WAYSIDE INNS AND TAVERNS

This was the era of taverns and inns. In the sixty-two miles of the turnpike from the Schuylkill to the Court House in Lancaster there were sixty-one taverns and inns. They all did very good business. This is evidence of the amount of travel on the road at that time. Many of these places are hotels today, operated by descendants of the people who operated them in those days. Some of the places have since been converted into dwelling places, but are still intact otherwise. Then, too, some have been torn down, due to the construction of Route 30.

There were two different kinds of taverns. The first type was usually operated by German immigrants. These were the stage taverns. They took care of the higher class of people. This was the more expensive type of place. The men connected with the government stopped at these places over night or for just a meal. Then certain of these stage taverns were known as stage stands. Here while the driver changed horses, the passengers went into the tavern for refreshment. At times they remained here over night.

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Among the other types of taverns, adopted for the poorer class of people we have the wagon stands, the drove stands, and the tap houses. Each of these were designed for one purpose and one special type of traveler. The wagon stands were for the people travelling via wagon. Here they could stop to feed their teams. They could stay here overnight and get meals themselves, if they wished.

The drove stands were built for people who were driving a herd of cattle, horses, sheep, etc. Arrangements were made for the cattle to get food, drink, and rest.

The tap houses were built for the lowest class of the passing public. These were invariably kept by the Irish. You see, the Irish had not, as yet, found themselves in the States. They invariably sold bad spirits



PATRICK McGUIGAN'S TAVERN

and whiskey. Here were often found the feuds and brawls which are written about in many books. After a few years the taverns began to separate into two forms. Those used to entertain the stage traffic were called taverns. The others, the democratic roadhouses, served the established lines of Conestogas, freighters, and other vehicles.

Probably the most famous of all the taverns along the road was the place known now as "White Chimneys". This place is situated fourteen miles east of Lancaster in the village then called Salisburyville, but now called Slaymakertown. This large tavern won wide acclaim as the best inn in the state. It was the only inn known as a stage house. Amos Slaymaker, a grandson of Matthias Slaymaker, built this tavern in 1798. Here horses were changed and twenty minutes time was allowed for the passengers to dine. It was then known as the "Sign of John Adams."

Another famous tavern was the one operated by Christian Leaman. This was located three hundred thirteen feet west of the creek known as London Run. This is the place where Jacob Hiltzheimer stopped when making visits to Lancaster. The present home of Mary Leaman is not the original Reynold's tavern. The original Reynold's tavern was built along the road was a stone structure, and is still standing today. It is north of the place thru which the turnpike passed. It now inhabited by the Elmer Hershey family. After the turnpike went thru, he built another tavern along the

turnpike. This is the one which Miss Mary Leaman now owns. In 1806 it was supposed to have been called "The Sign of the Indian King"; but, in 1813, it was called "The Practical Farmer". There is an old signboard still intact in the attic of the Leaman home.

The tavern known as the "Sign of the Spread Eagle" is a very historic place for several reasons. It was a stone tavern, a few perches west of the bridge across the Pequea Creek. It is now known as the "Revere Tavern". In 1806 the land was bought by Peter Forney from Peter Fisher and Isaac Ferree. Isaac Ferree was the grandson of Mary Ferree, the first woman to settle in this section. Peter Forney then sold it in 1811 to Michael Musselman. Then Reverend Edward Y. Buchanan moved in about 1841 and lived there until about 1854. The Honorable James Buchanan bought it from Adam K. Witmer in 1854. Mr. Witmer had purchased it from the Musselman estate. James Buchanan then sold it to Elmira Michael. Mrs. Edward Buchanan was a sister of Stephen C. Foster. He often visited here. He sent her the original manuscript to "Old Folks at Home", asking for criticism. Here, along the banks of the Pequea, it was first played.

SIGN OF THE STAGE



One of the regular stopping places for stages that traveled on the Lancaster and Philadelphia Turnpike was the stage house built by David Witmer, Jr., some time between 1790 and 1800. This building is now used as the store property of Charles K. Singer.

It is logical to assume that this was made a stage stop because David Witmer joined with John Rieley and George Weed in operating a stage coach line known as the Stage Dispatch.

It is said that George Washington dined here when he was returning from one of his visits to the west or south.

Over the years this building was also used as a post office when various members of the Witmer family served as postmasters.

For a few years in the mid-nineteenth century it housed the Paradise Female Seminary which was also known as Eden Hall. This school closed due to the fact that the Civil War greatly reduced the number of students. Many of the girls were daughters of Southern aristocrats who were sympathizers of the Confederate cause.

This building also served as a school for orphan children of the Veterans of the Civil War.

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PARADISE RESTAURANT

THE SIGN OF THE BUCK



This place has always served travelers except for a few years when it served as the home of Hiram Witmer, and later as the home of Joseph F. Witmer.

For many years it served as the terminal where the Brandywine bus line joined the Conestoga Transportation Company line. It is also the terminal for the Greyhound Bus line today.

Part of this building is now operated as a restaurant, and another section is the site of the newest business in the town, a gift shop operated by William and Ruth Riley.

THE SIGN OF THE SHIP (SAMUEL LEFEVER'S TAVERN)



CONESTOGA WAGONS

Conestoga Wagons were always seen on the road. These wagons first appeared in 1775. It is not known where the wagon got its name or why. There are theories that the first wagon of this type was built somewhere along the Conestoga Creek. Then, too, some say it was named so because of the heavy horses which pulled it. These horses were bred in the valley of the Conestoga. At any rate it first appeared on the scene between 1750-1760 in Lancaster County. Coener in a report to the United States Agriculture Department writes:

"The capacious wagons which the Conestoga farmers then had in use, were the best means of land transportation which the times and circumstances of the county then afforded. These wagons and teams attracted attention and commanded admiration wherever they appeared; and hence the origin, as I conceive, of the horse and wagon to which the appellation of 'Conestoga' has been attached — The harness was constructed of the best materials, with an eye to

show, as well as utility. In the harness and trimmings of these teams the owners frequently indulged in expenses that approached to extravagance — It was indeed an animating sight to see five or six highly fed horses, half covered with heavy bear skins, or highly decorated with gaudily fringed housings, surmounted with a set of finely toned bells, their bridles adorned with loops of red trimming — as if half conscious of their superior appearance, and participating in the pride that swelled the bosom of their master."

These Conestoga Wagons were different than the English Wain or the Dutch wagon, due to the curve of its bed. The bottom was higher by twelve inches or more at each end than it was in the middle. This was to make it safer to cross mountains and rough country. They were covered with canvas as were other vehicles of that day, but the lines of the body were carried out in the framework above, too. It resembled a ship to a certain extent. As a result it was called "the ship of inland commerce".

The driver always rode on one of the wheel horses. The people who rode in the wagon often carried their own bedding. This they spread out on the floors of the taverns, which they found along the way, and spent the night. This was very economical, a fact which was very vital, to the immigrants who were traveling toward a new home.

The wheels of the wagons were heavily built. They wore steel tires, from four to six inches wide. The harness for the six to eight horses was very heavily designed. The back straps were fifteen inches wide, hip straps were ten inches wide, and the traces were constructed of ponderous chains. The coloring of these original wagons never varied. The underbody was always blue and the upper parts were always a bright red. Dunbar in his **History of Travel** says that the gaudy painting of the Conestoga Wagons was another manifestation of the tendency of the time toward bright color of vivid decoration.

THE SIGN OF THE SPREAD EAGLE (REVERE TAVERN)



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STAGE COACHES

Stage coaches served as buses on the turnpike. They were used very much by travellers. There was very quick service. You can just imagine how fast it must have been when the first one to travel the road made the journey from Lancaster to Philadelphia in twelve hours.

One of the clearest pictures which has come down to us of travelling in early years is found in the pages relating the travels of a young Englishman named Thomas Twining in the United States in 1795. This was before the turnpike was completed, but his description of the "stage-wagon" is very good. The stage wagon of the type he is describing is the same type that was used later on the road from Lancaster to Philadelphia. He says,

"The vehicle was a long car with four benches. Three of these in the interior held nine passengers. A tenth passenger was seated by the side of the driver on the front bench. A light roof was supported by eight slender pillars, four on each side. Three large leather curtains suspended to the roof, one at each side and the third behind, were rolled up or lowered at the pleasure of the passengers. There was no place nor space for luggage, each person being expected to stow his things as he could under his seat or legs. The entrance was in front of the driver's bench. Of course the three passengers on the back seat were obliged to crawl across all the other benches to get to their places. There were no backs to the benches to support and relieve us during a rough and fatiguing journey over a newly and ill-made road."

Then by the year 1818 the coach had an egg-shaped body and was suspended on thick leather straps, called braces, which gave the vehicle a comparatively easy motion. Often these straps broke and that side of the stage would drop down. The passengers would have to get out and repair it enough to get to the next town.

Whenever a stage stopped at a tavern or inn, the people riding on it were always served immediately. It made no difference how many others were waiting. This never caused a disturbance, as it would today, because the people were quite willing to let the weary traveller have a break.

Gradually the builders of stages began to provide space for luggage. At first they bolted a trunk to the axle-trees. Then later they built a platform on top of the stage for storage.

The word stage coach was originally applied to a coach which ran from station to station over a number of stages of the road, usually with fresh horses for each stage. It was not used to designate a coach which ran only a short distance. Stages were always drawn by four horses.

EARLY ROADS

In a Historical Society paper one finds record of a very early road, extending across the township leading from Christiana thru Gap, Strasburg and Willow Street to Postlethwaite's Tavern. It was known as the Great Conestoga Road and dates to 1714 as a "customary road." "Customary roads" sprang into being as needed. These became "legal roads" only after

being established by Court order. Practically all roads laid out were for access to mills, churches or markets, such as: Philadelphia, Wilmington or Lancaster.

Along the Great Conestoga Road we find reference to several taverns, London Grove and Black Horse in Paradise Twp.

Another road known to local residents connected the Conestoga Road near Strasburg to the Newport near Buyerstown. It intersected the present highway near the bank. Several old taverns known to be located along this road were Reynolds (now Elmer Hershey's) and George May's. This tavern was located on the north—about the intersection of the present Cherry Hill Road and the afore mentioned road to Strasburg.

Thoroughfares in 1891

Among principal thoroughfares are the Lancaster and Williamstown turnpike, the Strasburg road, and the Mine Hill road, all of which traverse the township from east to west. The oldest of these is the Strasburg road, which was laid out as a public highway during the administration of William Penn. The roads running north and south are Cherry Hill, Black Horse, Bellemonte, and Williamstown. The Mine Hill is crossed by five roads, namely Keneagy's road, Wolf Rock road, Cedar Hill road, and Linville's Hill Road, all of which intersect with the Mine Hill road on the top of the hill.

PARADISE TOWNSHIP — 1891

Paradise Township is situated in the eastern portion of Lancaster County, bounded on the north by Leacock and East Lampeter, on the west by Strasburg, on the south by Bart, Eden, and Sadsbury and on the east by Salisbury. It has an area of eleven thousand, nine hundred and eighty-six acres.

It originally formed a part of Strasburg, but in 1843 it was organized as a separate township. The principal portion of the surface is undulating and very fertile, and is considered one of the finest agricultural tracts of land in the county. It is in Pequea Valley and is drained by Pequea Creek and its many tributaries. The soil is mainly limestone, except in the southern part, which is crossed by the Mine Hill, and is less fertile.

Pequea Creek, its principal stream, forms the northern boundary and supplied the motive-power to four of the principal flour and grist mills that were located in the township. P. Schum's cotton and woolen mill was also situated on the creek.

London Run, with its many tributaries, drains a principal part of the township.

Paradise was organized in 1843 and was first named Pequea, but the name was subsequently changed to Paradise.

Mary Ferree owned 2300 acres of land.

The western part of the township was owned by Hans Groff — 1000 acres.

This was later bought by Louis DuBois and bequeathed to his son-in-law Philip Ferree—son of Mary.

The eastern part of the township was first settled by Matthias Slaymaker who came here in 1710 with five sons—Matthias, Henry, Jahn, Daniel and Lawrence.



PARTICIPANTS IN BROTHERS OF THE BRUSH CONTEST

THE OLD MILL BY THE STREAM

by Betty S. Denlinger

In the early days of the Valley many small mills were found on all the streams. These served many purposes, the grist mills and saw mills being the most numerous.

Brua's Mill



The land on Gordonville road containing the mill was bought by David Witmer from Jacob Ferree, a miller, son of Philip, in 1777 and 1788. This mill was financially operated by the Witmer family for many years. Samuel Brua operated the mill and also a machine shop which used the main dam for its source of power. This shop was located further upstream from the mill. In 1854 William Riddle's father, who had patented a corn sheller, came to work for Mr. Brua. In the 1870's the mill was burned but was rebuilt by Mr. Brua's sons, Daniel, John and Frank. It is believed that a Mr. Longenecker and Mr. Noah Fisher operated this mill until, in 1902, George W. Parks purchased the property and operated a seed company and printing press.

Spring-Valley Mill

On road between Black Horse Road and Belmont Road

About the year 1800, Abraham Carpenter built a small saw mill on London Run. The original structure was stone. Some time after a saw mill was attached. An engine was also added for additional power. In 1858 John Ranck became its possessor and later rebuilt it with brick and powered it with a large over-shot water-wheel. This mill operated until the 1920's under the ownership of Harry Ranck Metzler, great grandson of John Ranck. The mill was operated by Ellsworth Edwards in later years until closing.

Beiler's Mill

Built in 1825 by Michael Musselman, this mill was located across the Pequea Creek from Philip Ferre's gunshop. It was operated by John Musselman, his son, until 1873 when George Beiler purchased it. Elam Trout, Ed Eckman and Samuel Slough rented the mill until 1897 when Benjamin Eby purchased it. The property then consisted of eleven acres of land, with a chopping mill and machine shop, where general machine repairing was done. The mill was operated by

Mr. Sim Eby while his son Amaziah had charge of the machine shop. Amaziah Eby was an inventor; his inventions included a straw carrier that he had patented.

An interesting note of memory states that a road led from the "Pike" (Route 30) to this mill by means of a ford crossing near the dam and thus along the race to the Strasburg road. For those who walked, there was a narrow foot log below the dam. This was anchored in the middle of the stream by log chains to a big box of stones. High water repeatedly washed this away and about 1895 a suspension foot-walk was made with steps leading to and from it.

This mill site was later the location of the Lancaster County Seed Company.

Osceola Mills



This mill is located near Harristown. The original water rights were granted to William Young in the 1600's. Mr. Young owned a tract of land, starting at Harristown, extending to the Pequea, comprising the tract now owned by Henry Fisher. Mr. Young operated the first mill as a plaster mill, grinding plaster which farmers used as an agent to counteract acid soil, similar to the use of lime or ground limestone today.

According to Ellis and Evans this mill, known as Springwell Forge, was built by George Eckert in 1800 and operated by him until 1867. It was then sold to Israel Rohrer and later Martin Rohrer. The name was then changed from Springwell to Osceola. Martin Rohrer rebuilt the mill and refurnished it with first class machinery.

The mill was purchased by Moses Snively in 1878. It was operated as a Burr-stone mill. Two stones were used to grind flour, and one for grinding corn.

J. C. Snively took over the operation of the business from Moses Snively in 1894, operated it on a rental basis until 1900. The real estate was purchased by J. C. Snively in 1900.

April 1, 1917 the business and real estate was sold to Edwin H. Spence, who operated the mill for only six months. On October 1, 1917, Mr. Spence sold the mill to David Fisher. Mr. Fisher owned the property two months, then sold it to Jacob Shirk. The three transactions were consummated within the year 1917. Mr. Shirk remodeled the mill completely, installing new, modern four manufacturing machinery. At this time electric power was installed, as an auxiliary pow-



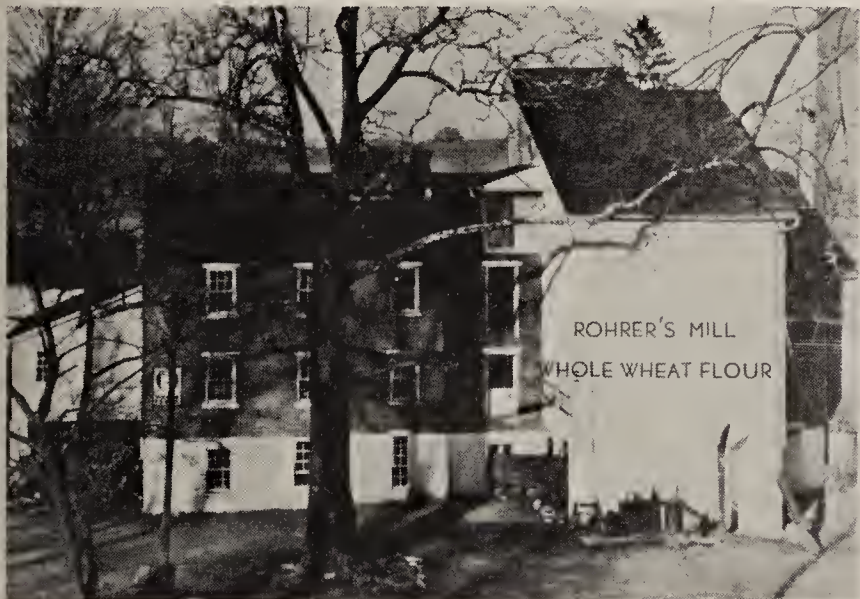
er to the turbine wheels. At a sheriff sale in 1922 it was purchased by New Holland Milling Company operated by Roy K. Hooper and Mr. Pflaummer. The mill was sold in 1940 to Willis Frankhouser and in 1960 to John J. Hess II. Mr. and Mrs. W. W. Trimpi purchased it in 1962.

Woolen Mill, on Pequea Creek

About 1840, Christian Hess built on the site of an old Fulling mill in the northeast corner of Paradise township, a Woolen Factory. After the death of Christian Hess it became the property of his son Moses, who in 1864 sold it to George Levan. In 1866 he sold it to Philip Schum. It was a stone structure, and its machinery was propelled by the water of Pequea Creek. Formerly woolen-cloth was manufactured here, but now the mill is used for the manufacture of cotton and woolen yarn. Four hands were employed in 1883 but by 1891 this mill had 244 spindles and employed from 20 to 30 skilled hands.

Philip Schum, Son and Co. who had their offices in Lancaster and operated the "New Milltown Mill" for their production of blankets and woolen yarns. According to the **Business of Lancaster County** in 1891 this company's products were quilts, counterpanes, coverlets, blankets, carpets and stocking yarns and were standard the country over. The utmost care and practical skill was exercised in all methods of manufacture to improve the quality and enhance the value of the output.

Rohrer's Mill — on Calamus Run



One mile south of Strasburg road we find one of the oldest mill sites in the county. It is believed that a small mill was built during the early settlement of the county. In the course of time this mill, being too small, was torn down, and one of larger proportions erected to take its place.

In 1834, Henry Rohrer purchased from the Denlingers the frame mill which in 1852 was taken possession of by his son, Christian Rohrer, who removed the old mill and built a large brick grist and saw mill in its stead. In 1879 it was enlarged by the addition of an end to the main building, in which was placed a fifteen horse power engine.

White flour was already in style when Christian Rohrer started the mill wheels turning in 1852. But it was only a second cousin of the modern white prod-



uct. The present owner said "that white flour had a yellowish cast — no chemicals to make it white and none to make it rise."

It was not until 1910 that the mill ground out whole wheat flour. This was while Henry S. Rohrer owned the mill. Products, in addition to coarse ground whole wheat flour, now consisted of whole wheat pastry flour and cracked wheat. The flour was sold in 100 pound packages and 10 pound packages.

The business hit its peak during the 1930's, consuming 10,000 to 13,000 bushels. Since then it has tapered off to 4,000 to 5,000 bushels.

Old wooden shafts and heavy ropes handle much of power from wheel to machinery. Water gushing over the iron overshot wheel inside the mill can be used to lift bags of grain to upper stories of the mill as well as running the millstones and saws for the lumber mill.

Several times a year, when business is heavy, the millstones must be "dressed". John C. Rohrer acquired this lost art from his father, Henry S. Rohrer. In order to "dress" the stones the wooden gears must be halted. On the second floor of the mill Mr. Rohrer and his helper remove the round wooden cover and expose the stones that look like a huge angel-food cake pan with the rounded top and a hole in the middle. A crane with a pair of huge "ice tongs" is used to remove the upper millstone which weighs about 1500 lbs. A tool consisting of a metal head with a diamond point, developed a half century ago, is used to cut sharp grooves. He must use an ancient tool like a hatchet held sideways to roughen the grooves. This procedure must be repeated on the stationary lower stone. The stones must then be returned to their place so that the grain entering at the top is ground around and around and gradually outward.



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Wise Mill

According to Dr. H. M. J. Klein, Frederick Wise, a German, built a small grist mill, hemp mill and distillery at the base of Mine Hill, in Paradise township in 1760, at which was eventually called Wolf Rock road. This is the mill that is believed to have been inspected by George Washington. It was owned by Wise for fifty years. After Wise's death it was managed by George Eckert. Twenty years later J. R. Eckert acquired it, and a few years later sold it to Jacob Eshleman, who owned it for twenty years. Nathan Sharpless, owned it five or six years, when Daniel Rice became its possessor. Rice lived there ten years, when it was sold to Elias Doner, its present owner in 1873. It is run by a large overshot water wheel, and has one burr and one chopper. It was operated until the 1900's.

Eshleman Mills



The Evergreen Mill was a large three-story mill located on the Pequea Creek along the road to Intercouse. This mill was owned by Jacob Eshleman. Part of it was known for a time as the "bone mill" which was used to grind bones into meal. This meal was used for fertilizer. Ellis and Evans reports that a Christian Hershey operated this mill in 1880.



The London Vale mill was situated on London Run just north of Leaman Place. According to the "Penna. Le Fevres", Samuel Le Fevre, son of Isaac, was a miller north of Leaman Place who lived until 1789. After his death the mill was sold to J. Eshleman, who operated it for many years. After his death, his son, Silas K., became the owner. Jacob Acker was the operator of the mill from 1887 until it closed.

The dwelling, located just west of this mill, is now inhabited by S. K. Eshleman, a direct descendant, who recalls that much of the flour was hauled from this

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"Governments depend more upon men than men upon governments. If men are wise and virtuous, the governments under which they live must also be wise and virtuous! It is, therefore, essential, to the stability of a State that people be educated in noble thoughts and virtuous actions."

From the First General Assembly of Pennsylvania meeting at Upland, Pennsylvania—December 4, 1683.

"That the laws of this province from time to time shall be published and printed, that every person may have to knowledge thereof: and they shall be one of the books taught in the schools of this Province and the Territories thereof."

From The Second Assembly Meeting at Philadelphia—March 10, 1683.

"And to the end that the poor as well as rich may be instructed in good and commendable learning, which is to be preferred before wealth, Be it enacted, etc, That all persons in this Province and Territories thereof, having children and all the guardians and trustees of orphans, shall cause such to be instructed in reading and writing, so that they may be able to read the Scriptures and to write by the time they attain to twelve years of age; and that then they be taught some useful trade or skill, that the poor may work to live and the rich if they become poor may not want, of which every County Court shall take care. And in case such parents, guardians, or overseers shall be found deficient in this respect, every such parent, guardian, or overseer shall pay for every such child, except there should appear an incapacity in body or understanding to hinder."

From the above statements one notes that education was to be general, and it was to be compulsory. A "free school" in Penn's time meant that the school was open to all who had the fee; however, others were admitted as a special favor or under certain conditions, at times. The teacher's salary, students' books and other necessities were to be paid by the parents of those attending the school.

It appears, though, that the aforementioned regulations were to lie dormant for almost a century. The problems of establishing, defending and developing the Commonwealth occupied most of the time of the authorities. Education was to be handled by another group.

This group that accepted the role of educating the youth of the new colony was the group of Protestant religious societies. By Acts of Assembly of 1712 and 1730 this group was given the task. They continued to fulfill this obligation until 1834.

Wickersham in his "History of Education in Pennsylvania" says that in 1712 the Swiss Mennonite settlers in the Pequea Valley established a log meeting house to be used as a school. The exact location of this is somewhere near the present site of Willow Street.

PRIVATE SCHOOLS OF PARADISE TOWNSHIP By Mrs. Ruth Snead

All schools established in Lancaster County prior to the Common School Act in 1834 were the outcome of private effort or at least were not instituted and maintained by the public purse of Province or State.

With relationship to Paradise Township it appears that David Witmer, Sr. was responsible for the first school of the area. The following account is recorded in a book written by William Riddle and entitled **Cherished Memories**.

Paradise Seminary

(In Episcopal Cemetery Grounds)

About 500 feet south of what was the Witmer tavern on the road running from the old Strasburg Road to the Turnpike, stands the Mennonite Meeting House. It was originally known as David Witmer's Church. David Witmer gave the land now used by it, and the building was erected thereon in 1806. The early minutes of the Church contained the following entries: "I do engage to give land opposite my school house to the Mennonite Society gratis forever, for the purpose of building on it a house of worship for said society. As witness my hand and seal the 26th day of September, 1806. David Witmer."



— Lancaster County Historical Society

The "school house" referred to by Mr. Witmer in his offer of the above land was either a stone building, which yet stood in November 1916 on the old Strasburg Road at the foot of the grounds of All Saints' Cemetery, known as Lafayette Hill, or **the brick building**, since altered, standing on the northeast corner of this road and the road to the turnpike. It is not known when this school house was built. The "Paradise Horner" was printed from 1821 to 1823, by David Witmer, Sr., and Henry Witmer, is son, in the said brick building. In 1841, the Paradise Seminary was conducted in the said stone building, with Enos Stevens, A.B., as principal and Susan M. Kennedy, as assistant. James C. Beckel was teacher of music. Simon Stevens was another instructor. During the year 1843 there were in attendance 39 males and 24 females. These Stevens men were brother and nephew of Thaddeus Stevens, according to Ernest Eshleman.

In the same building, at a later date, the Paradise Lyceum had a library of 400 volumes, and also philosophical and chemical apparatus, a collection of minerals and plants of Pennsylvania, and a set of globes, surveying instruments, etc. The Lyceum apparently was a central area for intellectuals to gather and dis-

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cuss items of interest to all. It was at a meeting of the Lyceum in July, 1842, that Redmond Conyngham presented a report on the history of the area.



— Lancaster County Historical Society

When the Paradise Lyceum disbanded somewhere in the 1850's, its library was donated to the Paradise Literary Society. One of the activities of this group was the exhuming of the body of Tanawa. The reason for this action remains vague.

Later, when the decision was made to dissolve the Society, the books that were part of the library passed into the hands of residents of the area. Some of these were scanned by the writer and were used in assembling this report.

Fetter's School at "Oak Hill"

(In the building that stood where Christ's Home now stands.)

"Oak Hill" was bought by Edwin T. Fetter on July 6, 1847 from Adam K. Witmer who had been appointed trustee to sell this land for Elizabeth Yeates Conyngham and her children. Mr. Fetter was a schoolmaster, and, while he was the owner he kept a general school for boys and girls here. However, on May 31, 1850 he and his wife conveyed it to Susan Wardle, who came from Philadelphia, and she lived on the property until March 20, 1867, when she sold it to Robert S. McIlvaine.

Paradise Boys' Academy

(West of present Christ's Home)



The brick house to the west of "Oak Hill," later owned by Judge J. Hay Brown and now used by Christ's Home, was built and founded in 1859, by the Paradise Academy Association, a stock company, on 1½ acres of land purchased by it on October 16, 1858 from Adam K. Witmer for the sum of \$400. A school was conducted here sometime in the sixties.

As to this school William Riddle in his **Cherished Memories** reports: "There was a school in the new brick building close by 'Oak Hill'. Mr. Eli J. Rodgers was principal, with Professor McGibony of the celebrated McGibony family, as first assistant; Horace Yundt, Esq., now of Reading, second, and Dr. Leaman, third assistant. After the resignation of Professor Rodgers, Mr. Yundt became principal. Later the Honorable W. U. Hensel attended this school as a lad of twelve.

Mrs. Charles I. Landis has placed the following bulletin on file in the Lancaster County Historical Society. It provides today's citizen with a view of education a century ago.

PARADISE ACADEMY

Paradise, Lancaster County, Pennsylvania

Colonel Joel L. Lightner, President

John Quigley, Esq., Secretary

A. L. Witmer, Esq., Treasurer

Board of Managers

Jacob Eshleman

Col Joel L. Lightner

Jonathan Leidigh

John Quigley, Esq.

Jacob Frantz

Amos L. Witmer, Esq.

J. H. Lefevre, M.D.

Benjamin Weaver

Eli J. Rogers of Alfred University was principal and professor of Natural and Moral Science, English, Literature and Mathematics.

Henry Leaman, A.B. of Franklin and Marshall College was Professor of Latin and Greek Languages and Assistant teacher in Mathematics.

This institution opens its facilities to the public with the intention of furnishing the most ample advantages to young men for obtaining an education at once thorough and practical. The course of study will embrace all the branches usually taught in Academies.

There will be two Academic terms of 21 weeks in each year commencing on the first Monday of May and November. The first session will open on the first Monday of November, A.D. 1859. Tuition from \$8 to \$12 per session, languages extra.

One half of all tuition bills must be paid in advance, the other half at the middle of the session. No student will be admitted for a time less than half a session.

Paradise Village is situated half a mile west of Leaman Place, on the Pennsylvania Railroad.

Boarding can be had in good families at reasonable rates. For further information apply to—

A. L. Witmer, Paradise.

With the development of public schools, this public school ran into financial difficulties and was sold at sheriff sale on December 4, 1866. The purchaser was Jacob Eshleman.

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Second term	Reading, A. Arithmetic, B. Mental, A. Grammar and Penmanship.
Third Term	Analysis, B. Arithmetic, B. Grammar and Vocal Music.

Second Year

First term	C. Arithmetic, C. Grammar and Book-keeping
Second term	A. Algebra, Physiology and Rhetoric
Third Term	Botany, B. Algebra, and Natural philosophy

Third Year

First term	C. Algebra, Geology and Astronomy
Second term	Geometry, Ancient History and Mental Philosophy
Third term	Geometry and Trigonometry, Chemistry and Modern History

Fourth Year

First term	Latin or Greek, B. Mental Philosophy, Surveying or Zoology
Second term	Latin or Greek, Political Economy, Moral Philosophy and Logic.
Third term	Latin or Greek, Elements of Criticism, Evidences of Christianity.

Tuition from 8 to 10 dollars per term

Extras — Latin and Greek, each, \$4.

Bookkeeping (Double Entry), \$2.

Vocal Music, \$1.

Three terms of 14 weeks. —

Fall Begins — 2nd Wednesday in August

Winter Begins — 1st week from fall.

Spring Begins — 1st week from winter.

Eden Hall Seminary

or

Paradise Female Seminary Soldiers Orphans' School

(Over present Singer's Store)

David Witmer's brick tavern, the "Sign of the Stage," was a regular stopping place for stages. The house was built between 1790 and 1800, and it was located on the northeast corner of the turnpike and the road which runs from the Strasburg Road north past the Mennonite Meeting House and on toward the Gordonville Road. Before the hotel was a marble upping block on which Lafayette alighted when on his visit to this country in 1825 and from which he was introduced to a crowd of ladies and gentlemen who were awaiting his arrival at Paradise. The tavern building was subsequently used as a store, post office and dwelling. It was then occupied as a seminary for young ladies, under the supervision of Dr. Bryan B. Killikelly, from about January 27, 1855 to the spring of 1863 with full provision for 30 pupils.

Professor Karl Merz was instructor in instrumental and vocal music. He later became Professor of Music in the Wooster University, Ohio.

Students at the seminary travelled from St. Louis, Missouri, Boston, Massachusetts, New York and the Carolinas for their education.

The following information was copied from a brochure that is located in the Lancaster County Historical Society files. At the same place may be seen on file several copies of programs presented by the pupils while under the direction of Professor Karl Merz.

EDEN HALL SEMINARY

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53 miles west of Philadelphia, 9 miles east of Lancaster, and $\frac{3}{4}$ of a mile from Leaman Place Station.

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Principal and Teacher of St. Mary's Hall—
Burlington, N.S.)

Board of Trustees —

Adam K. Witmer, Amos V. Witmer, Jacob Eshleman
and William P. Michael, Esq.

Full provision for thirty pupils.

Course of study —

Embraces entire range of solid and ornamental branches taught in seminaries of highest grade. Duration of course depends upon scholarship, industry, and capacity of pupils. There was only one session which began on the second Wednesday in September and ended on the second Wednesday in July.

Requisites for each pupil.

Bible, Book of Common Prayers, umbrella, overshoes, and toilet articles. Clothing should be plain, serviceable and distinctly marked with the owner's name. Jewelry had better be left at home.

Charges by term of twenty weeks —

Boarding, washing, fuel and light	\$75.00
Tuitions in English and Mathematical branches	15.00
English branches without Mathematics	10.00
Instruction in piano and use of instruments	20.00
Instruction in vocal music	5.00
Instruction in drawing	5.00
Instruction in Painting in oil or water colors	15.00
Instruction in Ancient or Modern Language, each	5.00

Daughters of Episcopal Clergymen at reduced rates where circumstances seem to demand it.

Subsequently it was turned into a Soldiers' Orphans' School which was conducted by Mr. Seymour Preston. This school was designed to provide an education for children whose fathers had been killed in the Civil War.

PARADISE SELECT SCHOOL

also called The Paradise Academy

In the late eighteen hundreds, after the days of the private academies, a new type of school developed. Once a student had successfully completed elementary school, the next step was that of the Select School. A school of this type was conducted in the building known as Fraternity Hall or Academy Hall, more recently as Milley's Service Station.

The names of many of the students who attended this school were preserved in a rather unique manner. The school was located in the second floor of the building, and the floor contained several knotholes. Students who chose not to be studious found these knotholes a ready place for waste paper, a hiding place for incriminating evidence, and a source of intrigue.

When Robert Milley razed the building in order to build the present one, all the items that were stuffed into these holes during the 1880's came tumbling into

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the 20th century. Some of the notes that were written on narrow strips of paper (much the same as those passed within a school today) included these messages:

"Sour Abe Kurtz, Sweet Anne Witmer"

"You are a dish rag."

"You are as clumsy as a house."

"They got rich and had one dozen kids."

"Dear Walter Leaman, Sweet Cissie Witmer, Dear Lorine Witmer, Good Mary Gaylord."

"Remember me when far, far off

Where ground hogs die of whooping cough."

A certain number of these youth placed their names in a projected time capsule and dated a message on December 2, 1887. The message read:

"B. Frank Witmer, Charles K. Witmer, Walter J. Leaman, William McIlvain, Lorin J. Witmer and Louis Lightner put this paper down the hole in the floor in aforesaid date."



It was sixty years later, in 1947, that the note was uncovered. At that time only one of the signers was living in Paradise. That man, Dr. Walter J. Leaman, has since passed away.

Copies of statements that were debated were also found. One read:

"Resolved, that the laborer should receive better recompense from his employer."

Among the arguments advanced: It is not very often that anything is gained by a strike. . . . Workingmen of England get from 50 to 60 cents a day while for ordinary labor in America they get \$1.00 and \$1.25 per day.

The Select School eventually was replaced by the high school that first appeared in the township in 1904.



BLACK HORSE SCHOOL

— Lancaster County Historical Society

PUBLIC SCHOOLS

The first Board of School Directors elected for Paradise Township was that of 1843-44. Daniel Esbenshade and Benjamin Herr were among the six directors. There were seven school districts at that time, the school houses being of logs or native stone. In 1856 Paradise Township built new school houses. In 1883 there were ten school houses, three of wood, three of stone and four of brick.

In 1861 at the outbreak of the Civil War, David Evans, Superintendent of Schools of Lancaster County, made a complete recapitulation of the schools in Lancaster County and at this time Paradise Township had seven schools. (From Klein's History of Lancaster County) Among these schools were Paradise, Willow Grove, Cedar Hill, Mine Hill, Center (Centre or Central), Williamstown, Locust Grove, Black Horse and Harristown. According to a survey made of the old Attendance Records of Paradise Township all of the above named schools were in operation during the 1861-62 school term. However Mr. Evans made his survey near the close of the 1860-61 term and two of these schools may have been opened for the first time in the Fall of 1861.

The Attendance Records are nearly complete for the years from 1861 to 1903 except for the years from 1869 to 1877 and there are none for those years. It is hoped that a survey will be made for the period from 1903 to the present time.

Probably the first public school in Paradise was the old stone building that stood in the northwest corner of what is now the Paradise Presbyterian Cemetery. From records kept by the Eshleman family this school opened its doors for the first time on September 3, 1828 with Miss Sally Crawford as teacher. This building was eventually destroyed, the stone being used to construct a driveway at the home of Joel Eshleman.



MODERN EDUCATION

R. C. D.

The modern version of public education began shortly after the turn of the century. It was no longer considered satisfactory to have the secondary education of the youth of the community dependent upon the wealth of the family. The only alternative was to have a public high school erected and operated at the local taxpayer's expense. This was done in the year 1904.

The first graduating class was the well known class of 1906. Few classes can boast of achievements on a

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par with this group. Probably the most outstanding member of this class was Arthur P. Mylin, who served the county as Superintendent of Schools for many years. It is of interest to note that when he took office it was necessary for a superintendent to visit schools and evaluate teacher performance. The first school to be evaluated by Mr. Mylin was a school in Paradise Township. Mr. and Mrs. C. J. Keneagy, both former classmates of Superintendent Mylin, have kept a newspaper clipping in which is recorded the visitation and a picture of Mr. Mylin reporting to Board of Education.

Another member of the class who became a leader in the community and has served thus for many years is C. Maurice Hershey. Within a few years he became principal of the local high school. He later resigned from classroom duty and became absorbed in politics. He has served as a leader for the local division of Republican party until the present time.

Two others who were members of the class and who chose education as their profession were Joel Eshleman and William Fenninger. Both of these men spent their years of teaching outside the bounds of the Commonwealth.



SCHOOL OF 1909

Within a score of years, the student body had outgrown the school facilities a second time. The problem of housing was solved by the erection of a building on the opposite side of the highway. This was also the time it was deemed advisable for the school program to include four years of training before graduation. The first class to complete this type of course was the Class of 1927.

This new building contained six classrooms, a stage, a combination gym and auditorium and library facilities.

The size of this building enabled Paradise Township to accept students on a tuition basis from other areas. Leacock Township, the neighbor from the north, never erected a high school; its students were provided an education by being sent to another township. Leacock paid their tuition. Most of the students who were natives of the Gordonville area came to Paradise.

Salisbury Township, the neighbor to the east, built a high school that developed a three year curriculum. Many of these students who sought a diploma from a four year school attended the Paradise High School for the fourth year.

In later years, during the 1940's and early 1950's, students from the Strasburg area who preferred to do so reported to Paradise for high school. This shift was due to the fact that the old Strasburg High School had been destroyed by fire, and the Lampeter-Strasburg merger was not functioning as of then.

Many were the students to pass through the halls of Paradise High School. For approximately seventy percent of each class (averaging approximately 25 members) this was the end of their formal training. For others, however, Paradise was a stepping stone to a school of higher learning. Over the years many Paradise Alumni have been admitted to colleges throughout the nation. That the school provided the youth with a suitable background might be indicated in this manner. During the years immediately following World War II, nine of the eleven Paradise alumni attending Franklin and Marshall College earned positions on the dean's list in one semester.

The Paradise Township High School officially closed its record with the graduation exercises of the Class of 1954. Classes convened in the building during the term 1954-1955, but the organization was then known as the Pequea Valley Joint Junior and Senior High School.

An addition of six classrooms was then built to this structure and the building was converted to a consolidated elementary school, housing all elementary students of the township. A few years later, through the efforts of Mr. John C. Lichty, who was elected as the first elementary principal in the history of the township, the special education room was developed. This special service provides for the children of Paradise Township, as well as a few students accepted on a tuition basis from Leacock Township, who are in need of the training available.

Most of the one room schools were then sold at public auction in the year 1955.

Paradise has earned a position of prominence in many fields of extra curricular activities. Its band, under the direction of Samuel Harnish, purchased the first uniforms the group ever knew. It was the efforts of parents of these band members that provided the funds for the "Green and Gold" band. The band increased in size and in the early 1950's new uniforms were purchased while the band was directed by John Koshuta. These, too, were purchased at the expense and efforts of the parents and business men of the community.

PARADISE HIGH SCHOOL BAND 1940

SAMUEL HARRNISH, Director





BAND OF THE BRAVES

PEQUEA VALLEY HIGH SCHOOL

John Koshuta, Director

Robert Cooper, Assistant



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PARADISE - COUNTY HIGH SCHOOL SECTION 3 CHAMPS



Coach Ralph Shuman's Paradise team captured the County High School Section No. 3 basketball championship and were runnersup for the County diadem this year. The players pictured above are as follows: Front row, left to right, Maurice W. Groff, Jack R. Acker, Captain Wilson G. Brown, Ben A. Fenninger and Ralph G. Rowe. Second row, left to right, Kenneth F. Beane, Ross E. Rynier, William W. Frew and Fairman L. Denlinger. Third row, left to right, Coach Ralph G. Shuman, Maurice F. Benner, Robert W. Brown, Enos L. Zimmerman, John C. Lichty and Principal Arthur W. Eshelman.

Coach Shuman Produces Champions First Season At Paradise High School

Paradise came through with flying colors in the County High School Section No. 3 Basketball League to annex the championship this season and also became runnersup for the County diadem. Coach Ralph Shuman coming here from York and Columbia Counties where he also coached and spent six years as wrestling coach at Patton School, Elizabethtown, produced a championship team his first season at the Paradise school. Coach Shuman was graduated from Penn State in 1926. Paradise won fifteen and lost seven games on the 22 game schedule for the 1941-42 season. The Paradise team amassed 863 points against 613 points for their opponents.

The Paradise season record is as follows:

Paradise H. S.	Oppo.
26 Quarrville	20
25 East Hempfield	29
35 East Donegal	17
52 West Earl	22
23 F. and M. Academy	35
29 Stevens Trade	30
50 Denver	32
46 East Lampeter	25
43 Alumni	25
57 East Cocalico	23
43 New Holland	33
42 Upper Leacock	26
47 West Earl	33
59 Strasburg	33
38 Denver	19
20 East Lampeter	22
23 E-town College	24
64 East Cocalico	31
16 New Holland	17
26 Upper Leacock	28
53 Upper Leacock	28
43 New Holland	32
863 Totals	613

Sports have been another major area of interest in the town. Following the patterns set by earlier leaders, the Paradise "Angels" excelled in baseball and basketball throughout the history of the school. The basketball team of 1942 is just one example. This group finished the section in a three way tie with Upper Leacock and New Holland, but they were able to win both play-off games and the section crown. The fact that two of the star players were injured in these contests contributed to the team's elimination in the county play-off.

Baseball is a sport that has been popular for many years. While there were many teams, few match the team of 1950, coached by George Althouse, Jr. This group of boys, with make-shift uniforms, entered Stumpf Field of Lancaster looking like local yokels and were the subject of many jeers until the umpire called "Play ball!". Those who were present witnessed a great pitching performance by Clayton Frackman and sensational fielding by a pint-size shortstop, Ronnie Shirk. When the records for that year were completed, Paradise had become County Champions and were entered in district play-offs.

Soccer, the fall sport that has become the symbol of nothing but success at Pequea, was introduced in Paradise in the fall of 1952 by John Koshuta. There were many memorable moments in this sport, especially the two district games with Dover, of York County. One of

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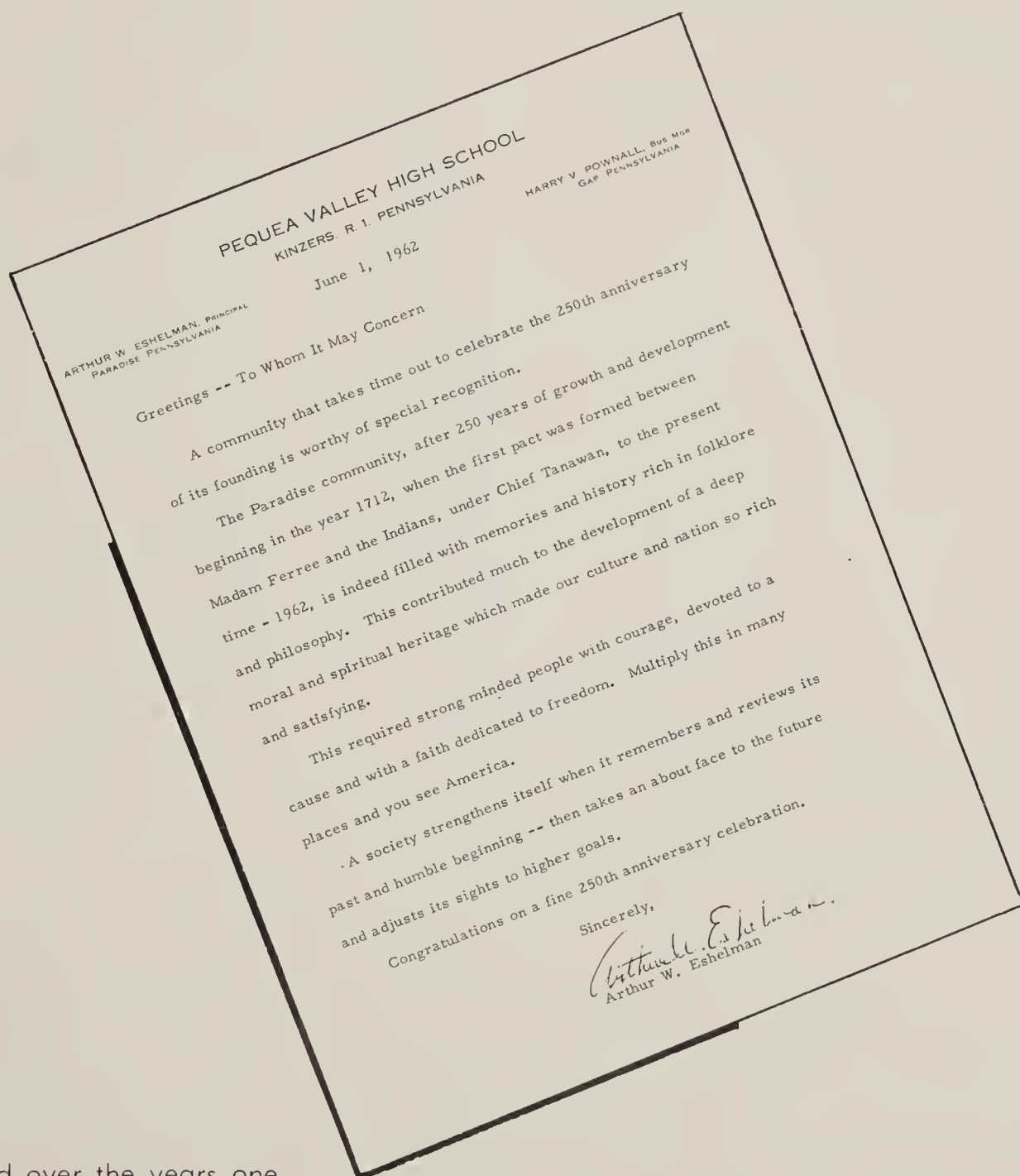
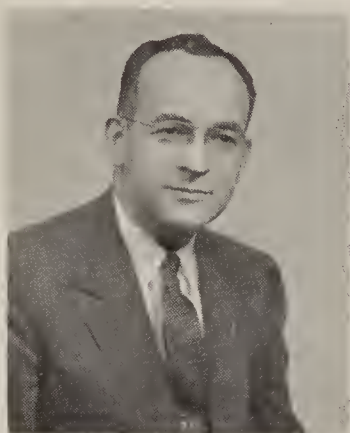
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these games was played the following year in a snow storm at York; the other, played (1954) at the Paradise Memorial Park, brought us the first taste of victory. This may have been the spark that led Dick Skethway on to his achievements at Pequea. Other names that stand out as part of history of soccer from Paradise are Carroll and Al Hershey, Larry Amway and Marlin and Sam Wenger, to mention only a few.

Two of the former principals met the girl who eventually became his wife while serving as a teaching principal. These men were C. Maurice Hershey, who married Emily Homan, and Samuel S. Wenger, who married Ella Mae Esbenshade. Mr. Wenger retired from the teaching profession and became a lawyer in the mid-1930's. He is currently one of the two lawyers living in Paradise.



Of the many principals elected over the years one man served longer than any other, namely, Arthur W. Eshelman. Students who attended the school from the Class of 1935 until the close of the high school remember this administrator and his excellence in the teaching of chemistry and physics. Many of his students who needed help in college chemistry or physics found him willing and able to lend a hand. Mr. Eshelman is currently the principal of the Pequea Valley High School.

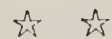
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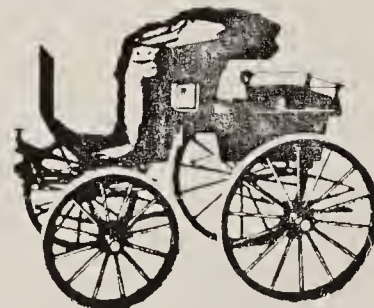
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PEQUEA VALLEY HIGH SCHOOL



At the turn of the century many school districts of Lancaster County, as well as other areas, embarked upon a program of public secondary education, resulting in the building of high schools which offered an academic type of curriculum to the boys and girls attending these schools for the 3 or 4 years of work which they offered. Paradise Township built a three-year high school in 1906 and another four-year high school in 1926.

With the progression of time, schools have found it necessary to revise their subject and course offerings to meet the needs of those pupils going into various life activities at the termination of a public education, as well as those desiring to further their academic studies at trade school, college or university.

As early as the 1940's many people in the Pequea Valley Area expressed an interest in the type of educational program that would meet the needs of the day. This could be done economically only through several of the present school districts combining in some way to erect and finance a school of sufficient size to meet this challenge.

Meetings in various districts of our area were held as early as 1946-1947. One such meeting was held on August 19, 1947, where interest and need were indicated by directors present from Paradise, Salisbury, Leacock and New Milltown; but no action was in evidence until the beginning of 1953. The first meeting of what is now Pequea Valley Joint School Board, comprising Paradise, Leacock and Salisbury Townships plus New Milltown Independent School District, was held January 23, 1953, with 19 directors in attendance.

March 6, 1953, saw the signing of the Articles of Agreement, the document which states the terms and conditions under which the participating districts have agreed to finance and operate a high school for grades 7 to 12.

A Building Authority to handle bonds for financing the new school was formed on May 1, 1953, and plans moved ahead for a new Junior-Senior high school building to be constructed close to the geographic and population centers of the area.

By August 11 of the same year, the project had been approved by the Lancaster County School Board and Buchart Engineering Co. of York was chosen to do the architectural planning for the proposed building.

Approximately 20 acres of ground was procured by the site committee, after a survey of several places was studied for the most convenient location to all the districts in the Joint School Area.

A number, 580, was attached to the Pequea Valley Joint High School Project by the Department of Public

Instruction which gave its approval November 6, 1953. It was agreed to operate our existing high schools, Paradise and Salisbury, on a joint basis beginning July 1, 1954, until the new building was completed and ready for use.

Bids were opened and studied at a meeting held on July 23, 1954. By August 16, the bonds had been sold and the various building construction contracts were awarded. By early September, grading and excavating work was under way. A ground-breaking ceremony was held on Sept. 18, 1954, when the first spadeful of ground was turned by Mr. Robert Burnley, Chairman of the Authority. The building, partially completed, was occupied September 6, 1955.

DESCRIPTION OF BUILDING

The building is a brick veneer structure shaped like the capital letter H and located on a 20 acre plot.

The building is planned so that any of the three separate units or areas, namely—(A) gymnasium, auditorium, music, industrial arts, vocational agriculture; (B) administration, health, cafeteria, home making, art; and (C) classroom section can be used independently of the others. Metal gates can be lowered between each section closing the various areas not in use. The oil heating system is automatically controlled to heat any area independently of the others.

The corridors and lavatories have six and seven foot high structural tile walls. The ceilings in the classrooms, cafeteria, health suite, administration suite and corridors have acoustical fiber glass insulation. All southern exposure classroom have a $\frac{3}{4}$ glass block and $\frac{1}{4}$ clear glass window lights, northern classrooms have all clear glass window lights.

The classrooms have painted concrete block walls, slate chalk boards and an abundance of tack board.

The classrooms, administration and health suites, library, shops, auditorium, music suite, etc. have fluorescent lighting.

The main lobby, 24 ft. wide, has a terrazzo floor, all classrooms and classroom corridors have asphalt tile floors. Other corridor floors have a Keramik finish.

The classroom wing includes 20 regular classrooms. With the other areas B and C included, there is a total of 32 teacher-pupil stations.

The auditorium seats 786 and features a decorative redwood trim in the front or stage area as well as in the rear area.

The cafeteria seats 260.

The gymnasium is divided into two units by folding doors for physical education classes. It seats 800 and has an asphalt tile floor.

The music suite includes a band room for 100, practice rooms, storage rooms, and an office.

The shops, industrial arts and agriculture, have a planning room, finishing room, woodworking and metal shop and storage room.

The home economics suite includes 2 large home-making rooms.

The planned use of color eliminates the usual institutional effect that was so common in years past. Warm color tints are used in rooms facing the north while cool colors are used on southern exposures.

THE MAPLES

Rooms — Tourists

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OV 7-7186

G. Rufus Hettinger, Manager

EX 3-0631

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STATISTICS

Pequea Valley High School

General Contract	\$ 688,346.00
Heating and Ventilating	\$ 129,378.00
Plumbing	\$ 96,019.00
Electrical	\$ 90,720.00
Macadam	\$ 13,456.00
Equipment	\$ 115,330.00
Fees—Bond Discount, Contingencies	\$ 116,751.00
Bond Issue	\$1,250,000.00
Area of School	20 acres
Size of Building—Cu. Ft.	1,401,830
Sq. Ft.	77,240
Cost per Pupil Construction	\$ 1,274.00
Cost per cu. ft. "	\$.62
Cost per sq. ft. "	\$ 11.09
Cost per pupil Total Bond Issue	\$ 1,666.00
Cost per cu. ft. " " "	\$.89
Cost per sq. ft. " " "	\$ 16.18

Auditorium Seating	786
Gymnasium Seating	800
Cafeteria Seating	260
Capacity of School	750

CONSTRUCTION

Architect	Buchart Engineering Corporation
General Contractor	John H. Wickersham
Heating and Ventilation	J. L. Meckley
Plumbing	J. L. Meckley
Electrical	Zimmerman and Walsh
Deep Well	Henry Haverstick
Macadam	D. M. Stoltzfus & Son
Solicitors	Anthony R. Appel and Louis S. May
Bond Counsel	Townsend, Elliott and Munson
Trustee	Farmers National Bank and Trust Co. of New Holland
Financial Advisors	Kidder Peabody & Co.



PERSONALITIES IN EDUCATION



First row, left to right: Emanuel Keneagy, John Mylin
Back row: Jacob Denlinger, Christian Hoover, Wesley Weaver, John K. Ranck.

The Ranck Family — School Directors

William Riddle in his **One Hundred Fifty Years of School History** says that for long continued service the directors throughout the county are not by any means behind those of the city. Since 1844, three members of one family have successively held the office of school director in Paradise Township. In the above named year Mr. John Ranck entered the board, serving until old age compelled him to rest from his labors, when his son, Jacob, was elected his successor, remaining at his post of duty until his death, when his son, John K., was elected. Mr. John K. Ranck served for thirty-three years until December 2, 1933, making eighty-nine years of faithful service for the Ranck family. It was this family who so faithfully cared for the old Attendance Books which date back to 1861 and are complete up to 1903 except for the years 1869 to 1877.

One of a list of Rules and Regulations to be observed by the teachers and scholars of each of the public schools in Paradise District, Lancaster Division, many years ago was as follows:

The Scholars are required to be clean in their clothes and persons; they are prohibited from using tobacco during school hours, and from indulging in habits of intemperance at any time. During school the boys shall remain on seats apart from the girls, and upon no pretext shall they associate together.

A later ruling was to this effect:

Cutting desks, benches or window sills, breaking windows, or scribbling and drawing on the walls, injuring the plaster or floor, or any other damages to the building either within or without, must be avoided; or if committed shall be severely punished.

William Pepper

United States Senator William Alfred Pepper, who was born in 1831, was appointed "master" of the Cedar Hill School, Lancaster County, which had only been completed a short time previous to his arrival. (From an article written by H. Clifton Thorbahn and published in the **Sunday News**, Lancaster, Penna., on February 21, 1932.

Mr. Pepper moved to the West and became the editor of the "Kansas Farmer" and United States Senator from Kansas for a full term in the fifty-second Congress which organized in December 1891.

Part of the little Cedar Hill schoolhouse where he taught still stands in Paradise Township, not far from Nickel Mines. The ancient stone building is rapidly disintegrating and hasn't been used for school purposes for over thirty years. (It has since been converted into a dwelling by its owners, Mr. and Mrs. Earl D. Shaub. Mrs. Shaub is the former Lizzie Zimmerman.)

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WILLIAM RIDDLE

William Riddle, educator, author and for many years a leading citizen of Lancaster in the administration of its municipal affairs, was born in Lancaster, in February 1837, and at the age of 17 moved to the Village of Paradise. From 1860 to 1865 he had charge of the Cedar Hill School, in Paradise Township. Later



he entered the publishing house of Ivison, Blakeman, Taylor and Company of New York. He was with this Company twenty-five years until it resolved itself, among others into the American Book Company. He remained with this organization some half dozen years, and retired from the agency business after an almost continuous service of more than thirty years.

He is the author of ***Cherished Memories***, also ***One Hundred Fifty Years of School History*** and other books and articles.

A sister of Mr. Riddle married Professor Karl Merz, who was instructor in instrumental and vocal music at the "Paradise Female" Seminary and in later years Professor of Music in the Wooster University, Ohio.

His daughter, Mary H. Riddle, taught the Paradise Secondary School from 1896 to 1898.

—From Biographical Annals of Lancaster County, Pennsylvania.

JACOB NEWTON BEAM

Jacob Newton Beam was born on September 22, 1869, on the Dr. Steele farm on the edge of Leacock Township bordering on Paradise Township, just east of Leaman Place. His father was David F. Beam, a staunch Presbyterian, a trustee of Leacock Presbyterian Church for over 40 years. He had two older sisters. One was Elizabeth, the wife of Christian Duffield Bower. The other sister, A. Irene Beam, was a teacher of renown in the public schools of Leacock, Upper Leacock and Salisbury.

Jacob attended Hickory Grove School and the Millersville Normal School. He was graduated from Princeton University in the Class of 1896 with honor. He was made a preceptor in modern languages on the faculty of Princeton University from 1898 until 1913. He also earned a Ph.D. from Jena in 1912.

After teaching two years at Honeybrook, Jacob taught one of the schools at Black Horse (1889-90), Center School (1890-91), and later the Paradise Secondary School (1891-92).

It was during these first two years that Jacob noticed that the scholars were not getting enough out of the effort and money expended on their behalf. The school authorities gave him permission to reorganize the schools into a primary and secondary unit. This division was followed for the remainder of the duration of the schools. The residents of Paradise urged that Mr. Beam remain in the district, but he resigned in 1892 to take a short course at Franklin and Marshall academy prior to his entering Princeton.

When ill health forced his retirement from the classroom in 1913, he served for a period of time doing editorial work. He died in 1954.



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MARRIAGE CERTIFICATE OF DANIEL FIERE, JR.

AND MARY CARPENTER (ZIMMERMAN)

"WHEREAS, Daniel Fiere, Junior, of the County of Lancaster and province of Pennsylvania, yeoman, and Mary Carpenter, daughter of Henry Carpenter of the county and province aforesaid, spinster, having made due publication of their intention of marriage as the law directs: — These are therefore to certify all whom it may concern that on the first of May, Anno Domini, 1739, before me Emanuel Carpenter, one of his Majesty's justices of the peace for the said county, they, the said Daniel Fiere and Mary Carpenter appeared in a public and solemn assembly for that purpose appointed and meet together at the dwelling house of the aforesaid Henry Carpenter, where he the said Daniel Fiere did openly declare that he took the said Mary Carpenter to be his wife, promising to be unto her a loving and faithful husband till death should separate them, and she, the said Mary Carpenter, then and there in the assembly, did in like manner openly declare that she took the said Daniel Fiere to be her husband, promising to be unto Daniel Fiere a loving, faithful and obedient wife till death should separate them, and for a further confirmation thereof, both the said parties to these presents have hereunto interchangeably put their hands, she after the custom of marriage, assuming the surname of her husband; and we whose names are hereunto subscribed, being witnesses present at the solemnization thereof, the year and day first above written.

Witness:

EMANUEL CARPENTER,

DANIEL FIERE,
MARY FIERE.

Henry Hanes, Elizabeth Kemp, Paulus, Peter Apfel, Henry Carpenter, Salome Carpenter, Lawrence Hayn, Daniel LeFever, Henrich Zimmerman, William Buffington, Daniel Zimmerman, Hans Hauser, Gabriel Zimmerman, Jacob Carpenter, Theophilus Hartman, Christian Zimmerman, Hani Hartman, Isaac Fiere, Peter Fiere, Johann Conrad Kaempff, Isaac LeFevre, Daniel Harman, Johannes Volkaemmer, George Philip Dollinger, Christian Harman, Maria Herman, Abraham Fiere, Susan Zimmerman, Hester LeFevre, Jacob Fiere, Philip LeFevre, Samuel LeFevre, Salome Harman, Leah Fiere, Mary Hain, Jonas le Rou, Rachael Fiere, Isaac Fiere.

CHURCHES IN PARADISE

LEACOCK PRESBYTERIAN CHURCH



The origin of the Leacock Presbyterian Church is rooted in the early history of our nation. Among the early settlers of the Pequea Valley area were immigrants of Presbyterian persuasion who formed a church near what is now the Pequea Church. The original members of the Leacock Church were members of this group who chose to eventually break away and form a separate congregation. A preaching station had been established for the "West-end of Pequea," but regular services were not held.

The first known minister of the Presbyterians in the Pequea Valley was Reverend David Evans, a Welshman who had been ordained in Philadelphia in 1714. He was sent by the Presbytery to the region now called Octorara. Forks of the Brandywine and Conestoga in the year 1720 to serve as a missionary. No churches had been established by this date.

In 1724 the Presbytery of New Castle sent Mr. Adam Boyd to Upper Octorara and Conestoga. At the same time he was commissioned to collect a congregation at Pequea and to take steps toward its organization. This man's territory included Forks of Brandywine, Middle Octorara, Leacock, Pequea, and Donegal.

The first recorded attempt of the West-enders to found their own church took place at a meeting of the Donegal Presbytery in 1737. According to P. J. Timlow in his "History of Leacock Presbyterian Church" "The west end of Pequea presented a petition asking leave to build a house of worship for themselves." The request was refused. Then when the Pequea group placed a call for Mr. David Alexander, the Leacock group again asked for separation. Action again did not follow.

Failing to be heard in the presbytery, the group placed an appeal to the higher church judicatory, the synod. The synod of 1738 recorded the appeal but tabled it for a year. The following year the appeal was heard and referred to a commission that was empowered with the right to take final action.

Meanwhile the "East-end" Pequea group took steps to preserve their church meeting place. They convinced the presbytery to pass a regulation that all Presbyterians living within a radius of five miles of Pequea

should attend that place of meeting. It was further decided that no other Presbyterian house of worship should be erected within ten miles of Pequea.

Ignoring this decree, the Leacock group purchased land from Mr. John Vernor and built the first church on the site of Old Leacock at a distance of seven miles from Pequea. (A trail through the woods existed at this time that was discarded with the building of the more recent roads.) The plot of land contained one acre and fifty-seven perches and the price was five shillings (somewhere between \$.60 and \$.85). The ground had been purchased by Mr. Vernor from Thomas Penn, son of William Penn.

Thus without the consent of the presbytery or the synod, Leacock church organized. In the year 1740, however, the synod gave official blessings to the infant church.

The period of 1740 until 1751 was marked by no official pastor to accept the charge. The church was supplied with occasional ministers. This means that even with no ordained leader the church developed. Leacock's first pastor was Rev. Robert Smith, who studied theology under the direction of Reverend Samuel Blair of Faggs Manor. It was during this period, under Smith, that the present Old Leacock building was created. The date of this action was 1754.

The men associated with this early church were destined to move to positions of prominence in Presbyterianism. Dr. Smith became the second Moderator of the General Assembly; Rev. John Woodhull, a successor at Leacock, also succeeded him as Moderator of the General Assembly. This man is noted for his favor during the Revolutionary War. Records indicate that he mustered all able bodied men in his area and marched off to war with them, serving as their chaplain as well as a fighting man. The third man to serve as pastor was Rev. Nathanael Sample who served Lancaster and Middle Octorara as well. This man remained from 1781 to 1821.

In the year 1787 the church was incorporated by act of the Pennsylvania General Assembly.

In 1840 the Paradise building was erected because the population had localized in this area and it was deemed wise to place the building near the center of population. To placate those who lived near the old building it was agreed to have services on alternate Sundays.



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The original structure of the Paradise building was of brick, and the design was similar to that of the old building.

In the year 1846 Dr. Philip J. Timlow, while Pastor of Bellvue, was asked to devote half his time to Leacock. It is this man to whom we are indebted for his tracing of the history of the church and recording it for posterity.

The next pastor, Reverend Robert Gamble, also served both Bellvue and Leacock from 1857 to 1861. Rev. John Elliot followed in 1861 and also served the Gap Church. This pastor was married to the sister of Governor Curtin. It was during the pastorate of Rev. Elliot that the plans were developed for the present Manse in Paradise.

Dr. Timlow was then recalled in 1869 and he served the church until 1875. In 1875 Rev. Donald K. Campbell accepted the charge. He stayed in Paradise for two years as did his successor Rev. George H. Duffield.

Rev. Eber W. Gaylord followed Rev. Duffield and began plans for enlarging the church. It was he who brought the bell which still summons the faithful to worship to this area from the Meneely Bell Works in Troy, N.Y. The remodeling cost for the year 1881 was \$6000.

Rev. David Workman came to Paradise in 1889 and served for thirty-one years. The most extensive repairs made to the building along the Old Philadelphia Pike were completed during this time. The memorial windows which mark important dates of the church history were installed at this time.

Dr. Wesley L. Hemphill was installed Pastor in 1921. An active member in presbytery, he was regarded as an authority on law and procedure and in 1935 was selected to Synod's Judicial Commission, a distinctive and singular honor. It was during his pastorate that Sunday school rooms were added and a church kitchen was built. In 1928 the church was also remodeled. The pipe organ was installed at this time. This total cost for remodeling was \$13,373.44.

The pastor responsible for much of the celebration of the bi-centennial was Rev. Jay Warren Kauffman who accepted the pastorate in 1937 and served until 1942 when he entered the armed forces, serving as a chaplain.

The three most recent ministers were Reverend J. S. Dickson, who served from 1943 to 1948; Reverend Everett Gray, who accepted the charge in 1949 and continued until 1951; and Reverend Harry W. Weber, who has served the congregation since 1952.



PARADISE MENNONITE CHURCH



The Old Mennonite Church, Paradise, Pa.

The Mennonite Church is the oldest church in Paradise Township. The early settler, Hans Groff, was a Mennonite and with the coming of Isaac Lefever and several years later of the Keneagys, the Hersheys, the Denlingers, and the Neffs a Mennonite congregation was organized in the very early days of the community. Until 1806 the meetings were held in homes in the same manner as the Old Order Amish Church now holds its meetings. It is entirely likely that these services were somewhat in the nature of the community services in which the entire neighborhood participated.

The congregation built its first meetinghouse in 1806 on land contributed by David Wittmer, the village innkeeper, who was a member of the Mennonite congregation. An interesting sidelight on this individual is the fact that his church tolerated his being an innkeeper, but several years after the church had been built he was excommunicated because he used a carriage with "springs."

It is interesting to note that the subscriptions to this first church in the Township were made by the entire community and a subscription list indicates that many who were not members of the Mennonite Church in the community contributed to the building of the church which apparently cost the modest sum of \$828. This building was replaced by a brick structure in 1846 and in 1885 a third church 45 x 65 feet, also was built. In 1909 this brick church was considerably enlarged and this is the present structure used by the congregation. One of the earliest Sunday Schools in the Mennonite church was established at Paradise in the year 1887.

Another interesting development in the Paradise Mennonite Church was that this congregation became the center of the missionary movement among the Lancaster Conference Mennonites. Early missionaries who came out of the congregation were J. A. Ressler, A. Hershey Leaman, Mary Denlinger, John H. Mellinger, and John M. Kreider. For many years around the turn of the century the Paradise Church was widely known for its missionary meetings.

The sewing circle movement in the Lancaster Conference of the Mennonite Church started in the Paradise congregation in 1895, and for many years Mary Mellinger of that congregation was the conference-wide chairman of the Associated Sewing Circles.

The Paradise Mennonite Church was a part of the district of the Lancaster Conference known as the Pequea District of which Hans Herr, the settler who

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came into the Lampeter area in 1710, was the first minister and bishop. Other ministers in the colonial period were Ulrich Brackbill, Valentine Metzler, Henry Metzler, and Peter Eby. The latter was frequently referred to as "the great Mennonite bishop of Pequea" and is an ancestor of many of the Ebys now living in Paradise Township. A grandson of Peter Eby by the name of Isaac Eby was ordained bishop on November 9, 1876, and became an influential leader in the Lancaster Conference of the Mennonite Church. Many of his children and grandchildren are residents of Paradise Township and surrounding areas.

The Paradise Mennonite Church has a membership of approximately three hundred.

ALL SAINTS' PROTESTANT EPISCOPAL CHURCH

by Ralph Worst

All Saints' Protestant Episcopal Church at Paradise was organized into a parish on July 31, 1841, at a meeting then held at the Public House of Amos Witmer. Those present were Redmond Conyngham, J. Lightner, Adam K. Witmer, John Yeates, J. Eshelman, Jr., David Witmer, J. Yates Conyngham, and Rev. E. Y. Buchanan who was then rector of Christ Church in Leacock township. The first two named were appointed wardens and the Rev. E. Y. Buchanan became rector, this being an additional charge to Christ Church, of which he was rector from 1835 to 1854. Prior to forming the Paradise Episcopal Church some of the early Episcopal clergymen used to hold service in the Methodist Church in Soudersburg.



ALL SAINTS' CHURCH, PARADISE, 1843-74.

— Lancaster County Historical Society

and gusto which added much to the songs themselves. She believed in her brother's ability, and she played his tunes with a sister's loving tenderness. There can be no doubt that her critical ear and constructive criticism played an important part in the career of the man who gave the world over a hundred songs.

The Rev. Edward Y. Buchanan also had a famous brother who was James Buchanan, our fifteenth President of the United States. James Buchanan owned the Parsonage for about ten years that his brother lived in. This building is standing at present, and is known as the Revere Tavern at the west end of Paradise.

About the year 1845 a bell was secured for the Parish and is still used in the present church. At the same time the indebtedness of the church was paid in full, with the generous help of Mr. Redmond Conyngham.

In 1854 the Rev. Edward Y. Buchanan left Paradise for Trinity Church at Oxford, a suburb of Philadelphia. During his stay in Paradise the Episcopal Church reached its highest peak in the work for the Lord.

Mr. Redmond Conyngham apparently had his eye on the proper location for the proposed new church. Immediately after the organization of the new Parish he purchased the two acre tract on the hill nearby, now used as the church cemetery. He presented the deed as his first gift to the new church. On this property there was a substantial stone school-house which was handsomely fitted up, largely at the expense of Mr. Conyngham.

The first Episcopal service held in the new Parish was conducted in the school-house on September 12, 1841. The school-house became too small for the ever growing congregation and in 1843 the cornerstone of a church building was laid along side the school-house and upon the same lot.

The new church was constructed by Charles Myers and measured 40 x 60 feet. On December 3, 1843, the church was consecrated at that time having 16 families, 12 communicants and 40 scholars in the Sunday school. Rev. E. Y. Buchanan was rector for thirteen years and saw the Parish reach its greatest size in 1853.

In December of 1844 a beautiful instrument was another gift from Mr. Redmond Conyngham whose interest never failed when his church needed anything to strengthen its work for its Master. Mrs. Buchanan, a gifted musician, was the organist. This organ has been in continuous use until several years ago, when it was damaged by an unexpected leak over the Chancel.

The rector's wife was the sister of the composer Stephen Collins Foster. Her brother would send many of his manuscripts to Paradise, Lancaster County, where his sister then lived. Her home at that time was the Parsonage of All Saints' Church which is still standing on the west bank of the Pequea Creek.

Here in the west parlor they played and sang her brother's masterpieces, "Old Folks at Home," and "Oh, Susannah," for the first time. After these came others, "Uncle Ned," and "Open Thy Lattice, Love," each of which Mrs. Buchanan played with a flourish. During Rev. Edward Y. Buchanan's later years he tried to start an Episcopal church in Strasburg, but it failed after several churchwomen left that area.

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The Rev. B. B. Killikelly D.D. followed and remained for eight years. Others have included Revs. J. F. Esch, H. K. Brown, Thomas Burrows, H. C. Pastorius, J. McA. Harding.



ALL SAINTS' CHURCH, PARADISE, 1891.

During the pastoral stay of Rev. R. L. Chittenden in 1886, about an acre of land was secured at the corner of Lincoln Highway and Church Street for the erection of a new church.

The cornerstone of the present building was laid in 1893 and the first service held in the new building was held June 1, 1897. During these days there were anxious moments, as the congregation moved from the old church on Lafayette Hill to the new church.

From June 1904, when the tower was completed, to the enlargement of the Vestry Room in 1905 and the completion of the present building, the congregation had spent \$7,330.00 on building alone, and the property was valued at \$15,000.00.

The Rev. H. H. Auld was minister in 1924, and during his ministry the cemetery on Lafayette Hill was incorporated in 1928, with the following Board of Directors: Jessie A. Landis, Elsie E. Eshleman, Ernest W. Eshleman, Jacob R. Bochman and Louis L. Lightner, all but one of whom are direct descendents of the men who founded the Parish. The records show that the first burial was an infant of David Conyngham, December 20, 1845; next a child of John Garber, January 9, 1846; John Quinn, April 8, 1846; and Mr. Redmond Conyngham on June 18, 1846. It is said that the last full-blooded Indian to die in this part of the country is buried a few yards from All Saint's Graveyard, but for the truth of this the writer cannot vouch. The church continued to minister to its people the best it could for a number of years.

Then on April 6, 1941, they had a 100th Anniversary when the Rt. Rev. H. Wyatt-Brom, D.D., Bishop of Harrisburg, with the help of the minister from the two Lancaster Episcopal Churches held a special service in the afternoon when all the churches of the community were invited to attend.

From 1941 until December 1951 the Rev. R. C. Batchelder, Rector of St. James Church, Lancaster, ministered to the congregation of 15 communicants, but finally the church was ordered closed and the property was put up for sale. The church was sold in 1952 to the Bible Fellowship Church.



EVANGELICAL UNITED BRETHREN CHURCH by Ralph Worst

In the year 1843, The Church of the United Brethren in Christ first became known in this community. Jacob Stehman, living in Soudersburg, became affiliated with the Church of the United Brethren at Intercourse. The faithful work of this brother was so outstanding that he was appointed a local preacher. Three years later, or in 1846, a congregation was organized at Soudersburg. The charter members of this congregation were Jacob Stehman, Mariah Stehman, Michael Good, Polly Good, Andrew Stiffel, Jacob Groff, Mary Groff, Mary McAllister and William Given.

The next year, 1847, the first United Brethren church building was built in Soudersburg. This was a small frame building, 30 x 35 feet in size. This building remained the place of worship for these early pioneers for approximately thirty-two years. In these early years it pleased God to visit this young church with great revivals. One of these revivals began Thanksgiving evening, 1871, and continued every evening until the last Saturday evening in March. This revival was under the leadership of Rev. M. J. Mumma and resulted in seventy-five conversions. Following this great outpouring of the Holy Spirit, the need of a Sunday School was keenly felt. Accordingly, in April or May 1872, the Sunday School was organized with an enrollment of about fifty persons, with Jacob Stehman as the first Superintendent.





The marvelous growth of congregation and Sunday School made necessary a larger and more convenient place of worship. The great majority of the members of the young church came from three centers, Soudersburg, Gordonville and Paradise. The members from each of these centers wanted the new church in their own community. After much deliberation a site centrally located between the three towns was selected. The church is situated on the Lincoln Highway, on an elevation midway between Soudersburg and Paradise, with Gordonville lying in a northeasterly direction from the church. Today, after a period of seventy years the present membership of the church praises the wisdom of our forefathers and rejoices that this site was their choice.

In 1876 the tract of land was bought from Hiram Espenshade for five hundred dollars. Work on the new building must have started immediately, for, in Dr. I. H. Albright's "Landmark History of the United Brethren Church" we read: "The corner stone of the church was laid in the spring of 1877, under the pastorate of Rev. J. D. Killian, under whom also the building was completed during the following spring, at a cost of \$6,000."

Shortly after the church building was completed, a group of the brethren of the Soudersburg Church went to Lancaster, secured a charter and incorporated the Soudersburg class into the congregation of the St. John's Church of Paradise. The names of the brethren who secured the papers of incorporation are: Benjamin Herr, Amos Hershey, Daniel Esbenshade, Jacob Stehman, John Burkey, Elias Girvin, Elam Hershey, Daniel Longenecker and A. B. Bender. Immediately following the incorporation, the members of the church elected the first Board of Trustees consisting of the following men: Elam Hershey, Jacob Stehman, Daniel Longenecker, Jacob Groff and Abraham Ressler.

In the year 1878 it was with joyful hearts, filled with thanksgiving, that the congregation and Sunday school moved into the new building, in which they have continuously worshipped until the present time, except for a few months during the pastorate of Rev. A. G. Nye, while the sanctuary was being redecorated, and new pews installed. During this interim services were held in the Paradise Mennonite Church.

However, for a period of twelve years, because of a depressing debt, the going was difficult. A bad situation constantly grew worse until September, 1890. At this time the Annual Conference, meeting in Mountville, Lancaster County, after carefully reviewing the situation and financial status of St. John's Church of Paradise, on motion, voted that the church should be sold.

The following special Board of Trustees was appointed to carry out this unpleasant task: Benjamin Herr, John Glouner, Harry Murr, Daniel Longenecker and Daniel Esbenshade. These brethren, rather than sell the church as the annual conference had ordered, with a stalwart faith in an overshadowing Power, made one more great effort. Daniel Longenecker and Daniel Esbenshade assumed the obligation by giving their personal notes. This act, on the part of these two brethren, furnished the spark that was needed to rekindle the flame of a dying church.

Christmas Day, 1891, Rev. H. F. McNelly was appointed pastor by the presiding elder, Rev. H. B. Donner. At this time the church was in the custody of the sheriff. Brother McNelly says: "Then we had but few people, about twenty members all told. The church had lost her influence and the work was generally an uphill business. The year 1892 was spent in getting the debt adjusted and making necessary repairs." With just a few words this modest pastor records a year of splendid achievement, thus turning a church that was almost hopelessly lost forward to a march of triumph and success that has an ever-expanding growth.

Two unsuccessful efforts were made to dedicate St. John's. The first attempt was made May 19, 1878, by Bishop J. J. Glossbrenner, D.D., and another in December, 1882. Both efforts failed because of the inability to raise enough funds to cover the indebtedness. Finally, on Christmas, 1892, one year after Rev. McNelly assumed the pastorate, the Church was dedicated by Bishop N. Castle, with all indebtedness provided for.

Immediately following the dedication, a gracious revival took place. Ninety-one souls were converted, and sixty-eight new members were added to the church. About a half dozen of those members are still active in the church. This great meeting was evidence that the re-kindled flame had burst forth into a glorious outpouring of the Holy Spirit. God had rewarded the faith of those five men who dared to obey God rather than to follow the dictates of the conference.

In 1875 Intercourse, Soudersburg, Monterey and Mt. Pleasant were constituted a pastoral charge.

The pastorate of Dr. A. K. Wier is outstanding, for during his term as pastor, 1899-1901, the last dollar of indebtedness was paid, and burning the mortgage was an occasion for much rejoicing. Rev. E. J. Renshaw, who served as pastor from 1904-10, contributed much to the evangelistic and spiritual growth of the congregation. His term of service was blessed with the addition of many members to the church. It was during this brother's pastorate that a fine brick parsonage was built. The total cost was \$3,516, including cost of lot.

In 1920 the annual conference sent Rev. Walter E. Deibler to St. John's as pastor. This Brother's pastorate marked a new era for St. John's. The need for enlarged quarters for our rapidly growing Sunday School was becoming apparent. In October, 1921, E. R. Helm was elected Sunday School superintendent, and on April 24, 1922, the Sunday School Association set aside \$100.00 to start a building fund. For the ten years this fund grew by leaps and bounds.

Accordingly, on August 28, 1932, a special session of the quarterly conference was called. Dr. S. C. Enck, the conference superintendent, presided. The plans and specifications were carefully studied. About twenty official members were present and after due deliberation, it was unanimously decided to build. The pastor, S. A. Rauch, and the trustee board, J. E. Hively, President, J. Ira Denlinger, E. R. Helm, C. L. Herr, Harry N. Troop, Park F. Esbenshade and B. R. Brackbill were designated as the building committee.

Labor Day, 1932, was a day vividly remembered by many who are still active in the Church School. Ground was broken for the new Sunday school addition. More

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than thirty members and friends of the church gathered and assisted with the excavation. The work progressed, and before cold weather began the building was under roof.

The corner stone was laid October 23, 1932, with appropriate ceremonies. The services were in charge of Dr. S. C. Enck. It had been planned to have all services outdoors, but because of inclement weather they were held in the church. Greetings were voiced by Rev. Wesley Hemphill, pastor of the Paradise Presbyterian Church, and the following United Brethren ministers: S. G. Kauffman, H. F. Rhoad, S. L. Rhoads, Harry Tobias, S. T. Dundore, F. E. Druckenbrod, John L. Smoker, W. E. Deibler, A. G. Nye, J. R. McDonald, and James Bingham. Following the concluding address by the conference superintendent, the audience adjourned to the site of the new building. Here, Dr. Enck, assisted by Brother Enos May, in an impressive ceremony, laid the corner stone.

To many it seemed a long while from corner stone to dedication. Actually it was less than six months. The season of the dedication was featured by two weeks of evangelistic services. The first week, beginning with Palm Sunday, the services were in charge of the pastor, Rev. S. A. Rauch. The week following Easter, the messages were brought by visiting ministers.

Easter Sunday, 1933, was selected as the date to dedicate the new Sunday school addition. Three worship services had been planned for the day. Special music by the choir featured the morning and evening services. Dr. Enck preached morning and evening. His messages were marked by unusual fervor. At the afternoon meeting, messages were brought by visiting ministers and by Col. W. B. Townsend, of Tennessee, who was formerly a member of the church. Mr. Townsend presented the beautiful window in the Sunday School room as a memorial to his wife.

Dr. Enck formally dedicated the new Sunday School room to the service of Almighty God, at the evening service. The services of this day were brought to a fitting close by the congregation singing that soul-stirring hymn of the church, "All Hail the Power of Jesus Name."

Less than twelve years from the time the first money was earmarked for a new building, the building was completed and dedicated. The new building cost \$22,000. The final payment of the debt was paid September 28, 1942, and the mortgage was burned November 28, 1943.

Four years later a new building and improvement fund of more than \$3,700 had been accumulated. It was the hope of many of our members that this new fund would have been used for the enlargement and beautifying of the sanctuary and the installation of a pipe organ.

As a church we continued to grow in the Spirit and numbers under the fine leadership of Rev. R. H. Sholter. This growth made it necessary to undertake an enlargement program in the year of 1950. The out-

come of this program was the adding of the basement on the west side of the church to give larger facilities to the Children's Department. This building was constructed by John Wickersham Construction Inc. in the year 1952 at a cost of \$10,000.00.

After the completion of this fine addition, it was not many years till the leaders of the church realized that we would have to embark on a larger building program to accommodate the growing needs of our congregation.

The year of 1955 saw a new minister assigned by the conference to St. John's. We all welcomed Rev. Edward W. Steiner and family to Paradise at a reception held in their honor in October. After a few months of getting acquainted and forming his ideas into our program we launched out into a larger vision of building the remaining two stories to the west of the Church. Also it was decided that we had to enlarge the sanctuary to accommodate the continuous overflow of our Sunday morning service.

After careful planning and much prayer, it was decided to secure the help of the Staudt Associates to see how much money could be raised to complete our Building Program. The service of C. S. Buchart and Associates were engaged to do the complete drawing for the Building Program. These steps we completed by the spring of 1958. By the first of July the contract was awarded to Donald C. Risk of Quarryville to do the complete job.



The next eventful date was Sunday, August 24, 1958 which was the last service in the church. We then moved to the East Lampeter High School Building to hold our services. The construction progressed rapidly, and we held our date stone setting on April 12, 1959. No one will forget this experience because of the snowstorm that helped us that afternoon. After many anxious delays we dedicated our new church on September 13, 1959. At this time we had a debt of \$81,000.00.

Under the fine leadership of Rev. Edward W. Steiner, the church and its many programs have advanced the work of our Lord in our midst.

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CALVARY MONUMENT BIBLE CHURCH

by Clarence Lefever

The Monument church had a very humble but interesting beginning. Mr. Wm. Eckert, a wealthy land owner who had moved from Germany to America, had purchased several farms in what is now the vicinity of the church. He had two riding horses he valued very highly. In an accident, the one was injured and and to be killed. He decided to bury it at a chosen site on his farm. In was his dying wish to be buried beside his faithful horse. At his death the family was careful to fulfill his request. They marked the grave with a marble monument stone from Italy. Thus the Eckert Cemetery was started. His son Uriah, who now owned the farm, was sympathetic with the neighborhood because there was no cemetery to bury their dead. He enlarged the family plot so the neighbors might bury there also. For 25 years it was known as the Monument Cemetery, named after the large monument of Wm. Eckert.

About this time the Nickel Mines were in full operation with many men working in mines and smelting plant. Uriah Eckert and his sister Lavina were concerned for these men because there was no church in the community. Their concern was expressed by the building of a union church known as the Monument Church in 1885. The church was built near the Monument Cemetery and carried the same name.

For ten years it was served by the following churches: Gap Methodist, Bellevue Presbyterian, Leacock Presbyterian, Paradise Evangelical United Brethren, Georgetown Methodist, and nearby Mennonite Pastors. Later it was used as a Mennonite church until the building of the Kinzer Mennonite church. It was continued as a Mennonite Mission until 1921. The building remained vacant until 1931 when it was opened by the Assembly of God, with the Rev. Charles Parrish as the Pastor. He was succeeded by Pastor Clarence L. Lefever in January 1933 who is the present pastor. The church was rented from 1931 till 1933 when it was purchased at a bankrupt sale for the sum of \$100.00

Later the church was incorporated as the CALVARY MONUMENT BIBLE CHURCH, and became independent by not being affiliated with any denomination.

The church is now in its seventh building program. When completed it will have a large auditorium and twenty-one Sunday School rooms. The church has purchased eleven acres of ground for future plans. The Sunday School began with eight members present and now has an enrollment of 368.

The oldest member of the church in 1962 was present at the building of the original church. It was she who placed the papers and names of the contributors in the corner stone. Her name is Mrs. Margaret Gilbert fom Gap, Pa.



CHRIST'S HOME IN PARADISE



Christ's Home, Paradise, is a branch home of Christ's Home, Warminster. To tell the history of Christ's Home, Paradise, necessitates giving a brief background of Christ's Home, Warminster. The Home found its beginning in 1903 in the city of Philadelphia. The founder of the home was Dr. Albert Oetinger. He rented a private dwelling, and took in destitute children. When this building was filled, he rented a second and then a third. Since the city was not a suitable place to rear children, a piece of ground was purchased in Warminster, Pennsylvania where our main office is to this day. Today, Christ's Home consists of 370 acres with about thirty buildings. The Home at present has about one hundred sixty-five children. Our Warminster branch also includes a Home for the Aged with about fifty-five guests. The staff of Christ's Home totals about sixty-five staff workers.

The birth of Christ's Home, Paradise, began in 1936, when Mr. C. Frank Leader offered his estate of 11 acres and 2 buildings to the work of Christ's Home to be used as a temporary home for children. The offer of the property was accepted on July 24, 1936. It was decided at that time to conduct a Home for dependent children of pre-school age. Christ's Home at Paradise was dedicated at a service on the premises on October 3, 1936, at which time the first 12 children were admitted. Within a short time, the capacity of 22 children was reached, which number is being maintained. Many hundreds of children have passed through the Home without charge. The Paradise branch consists of 5 staff workers and 4 helpers.

Christ's Home is a non-profit, non-denominational, Christian organization. The motto of the Home is found in the Bible, "My God shall supply all your need according to his riches in glory by Christ Jesus" (Phil. 4:19). The Home has never applied for state aid, nor to any of the welfare agencies for support, entirely looking to the Lord to supply its need.

Recently, the Paradise branch celebrated its 25th anniversary. We are thankful to God for His faithfulness and to the community for its voluntary generosity. The testimony of the Home is that God is faithful and there has not one word failed of all His good promises.

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THE VILLAGE OF PARADISE



CARRIAGE INDUSTRY

Coach building was a leading industry in the town a century ago. The two successful shops that were part of Paradise history are recorded in the following pages.

In 1847 A. K. Witmer erected on a tract of land he had purchased from Jacob Witmer, his uncle, a small, one story shop, which was first occupied by Martin Shultz and was used as wheelwright shop. In 1852 or 1853 William Cox of Lancaster, took possession of the shop and carried on carriage making. Cox removing to Lancaster, he was succeeded by Francis Snyder, who continued the carriage business until his death in 1858. The property was then sold by A. K. Witmer to John Wenger, whose son, Joseph E. Wenger, carried on a thriving business in the manufacture of carriages for eight years and was then followed by his brother A. E. Wenger. This man continued the business for two years until he handed it to a younger brother Jacob. Jacob's building was a large three story building in which were employed from twenty to twenty-five men. The annual business amounted to \$25,000.

Several men served periods of apprenticeship under the Wengers. Among these were Cyrus Lingerfield and Thomas Hirst.

The following is an account of the Wenger Coach Shop that was printed in one of the Centennial Newspapers in the year 1877.

From Ten to Fifteen Jobs Turned Out per Week during the Busy Season, and Much High Grade Work Shipped to Philadelphia. Employment Given 25 Men.

Paradise, Lancaster county, is a pretty village of five hundred inhabitants, situated a half mile west from Leaman Place, along the P.R.R., on the Lancaster turnpike, and nine miles east of Lancaster city. In point of surroundings, it is located amidst some of the most favored farming lands of Lancaster county. To the casual visitor thrift and the spirit of improvement is recognized on all sides.

The object of the **Star*** was to go through the main industry of the place, namely the old established Wenger Carriage Factory, which has done much to advance the community's interests.

These works were established by Jos. E. Wenger, brother of the present proprietor, Jacob Wenger, in 1859, and have been carried on by the latter since 1869. To his long experience, careful business man-



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agement, unswerving fidelity to his patrons' interests, backed with capital, energy, personal application, and inspection of all work, has year by year established a large business, and not only sustained it, but the scope is constantly being widened.

Mr. Wenger's efforts are ably seconded by his brother, Mr. John E. Wenger, under whose competent eye the wood and smith departments are run.

Messrs. Jos. E. and Abram E., also brothers, lend their skill and experience, having been engaged in coach building in Philadelphia.

Mr. Al. Wenger, son of Abram, has charge of the printing department.

In the office of the works, which is at the north-west end, Mr. Frank Wenger, a graduate of the Pierce College of Business, Philadelphia, and son of Mr. John Wenger, has charge as book keeper.



THE WENGER HOME

Durability, the latest styles that complete in design and finish with these built in large cities, but sold at lower prices than city expenses would allow, are some of the inducements advanced.

The works front 100 feet and extend 40 feet in depth. In 1886, a fine new three-story brick structure, 40 x 46 feet, was erected against the old works.

Enter the wood department, where wood is received in the rough and is passed through machinery an skilled hands and is converted into finished bodies, bearing the closest inspection. Here we were also shown how wheels, constructed of rockelm hubs and scond-growth hickory spokes were put together in a manner insuring great rigidity. To the left of the wood department is the stock room, wherein is contained hardware supplies of every description, steel axles with wrought iron boxes.

Adjoining is the smith department, and the finished wheel is readily taken through convenient doors to be ironed. Here three forges are in operation, and ten smiths are seen busy at work. Attention was directed to a new device for a road cart, which the works are putting up for a Philadelphia real estate agent. It is constructed to stand almost any resistance; axle is split and a spring is hung in the center, embodying an idea original with Mr. Jno Wenger, that for staunchness is unequalled. The price of this cart with its special features is \$100. Mr. Wenger also handles a road cart, the seat of which is hung on a hinge and may be readily thrown back, rendering the entrance to the vehicle easy.

On the second floor is the finishing department, show room and painting department. On this floor as well as on the third floor, are huge tanks of boiler iron, into which water runs from the roof and is conducted through the building. A roomy platform is supported on the outside for the drying of newly painted work through the summer.

In the show room a number of fine vehicles were inspected. Four passenger under-cut carriages, built for the Philadelphia trade, the best materials utilized and made with all the extras, are triumphs of the coach building art.

Ascending by still another easy stairway, the third floor is reached. In the trimming department, to which many feet of floor space is devoted, lighted by numerous large windows, every facility is provided for getting out work with dispatch. The head of this department is Mr. H. S. Mussleman, of Florin, Pa., well-known in this section. Mr. M. is an expert trimmer and was found engaged on some of the finest Philadelphia work. A patent leather dash-board, hand-sewed, was exhibited by him on which there were ten stitches to the inch.

A large elevator conveys carriages from floor to floor as required.

In a ware house, leased for the purpose, Mr. Wenger has his sleighs stored, of which he remarked "there as been no demand for."

Personally, the Wengers are clever business gentlemen, and all who once place orders for work invariably return. The private residences of the Wengers are the finest in the place, and fittingly illustrate the public spirit of the men.

* The **Star** was one of a series of newspapers that developed over the centennial celebrations of 1876. This particular paper had the misfortune of succumbing with its first issue. The paper was printed in Prince Street, Lancaster, Pa.



EMPLOYEES OF WENGER CARRIAGE SHOP

Front Row: Marshall Miller, Perc Wenger, Lawrence Wenger, Maurice Wenger. Middle Row: Silas Eaby, Edsworth Simmons, Walter Leaman, William Haines. Last Row: Parke Lichty, Amos Wenger, Oliver Wenger, Rufus Eaby, Harry Foster, Levi Moyer, George Binz. \$2.50 per week was the standard wage.

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In 1875 Mr. Nicholas Danner built a large carriage factory on his land adjoining the hotel. It was leased by S. W. Frew and John F. Reese who conducted the businesses for two years and established a large trade. In 1877 Mr. Reese withdrew from the firm and Mr. Frew took charge of the business and conducted it for a period of two years when his brother, William C. Frew, bought the right and fixtures and conducted one of the finest trades in the country. This shop had a working capacity of 25 men and \$25,000 volume of annual business.

ADAM K. WITMER & SONS



— Lancaster County Historical Society

The Adam K. Witmer and Sons warehouse, dealers in lumber, coal and feed was erected about 1830 in the vicinity of the present Fire Hall. The Paradise Railroad siding of the Columbia, Lancaster and Philadelphia Railroad extended to this warehouse from the present junction. This business was operated by Mr. Witmer until 1896 when it was purchased by Buckwalter and Samuel Eby. It was then moved to the present location between the Leacock Cemetery and the railroad. The business was operated as Eby and Son from 1899 until 1912. Samuel Eby's son Phares worked with him during this time. Joseph Brackbill worked for Eby and Son during the 1900's and in 1912 Isaac Rutt purchased the business from them in partnership with Joseph Brackbill. In 1927 Mr. Brackbill became sole owner, and it was operated by him and his son-in-law, Maurice Zimmerman until 1944. It was then purchased by Paul Ressler and Frank Helm. This organization dissolved in 1951 when Paul Ressler and his son, Gordon, became the owners. This warehouse was damaged by fire in 1954 and was rebuilt on the present site.

THE A. L. WITMER STORE

The largest building of the town, built for the distribution of general merchandise, is the Amos L. Witmer store building. This massive, four-story building was constructed of bricks that were molded and baked at the scene of the property. The builders were Amos L. and Adam K. Witmer, sons of David Witmer, Jr. The date of construction was 1853.

Amos L. Witmer operated the store until 1873 when his son, Alonzo Potter Witmer, took over the business.

This man was named for Alonzo Potter, a very renowned bishop in the Episcopal Church. As a result of this connection, he was nicknamed "Bish" and has been recorded in the town history as such. "Bish" operated the store until the summer of 1891.

The new proprietor as of 1891 was Lorin J. Witmer. The **Business Review of 1891** describes this store as follows:

"The stock carried consists of a full and comprehensive line of plain and fancy dry goods, notions, blankets, books and shoes, whips, farm and household furniture, painters supplies, shelf hardware, tin, wood,



willow, and crockery ware, fancy and staple groceries, canned and bottled goods, dried and evaporated fruits, culinary supplies, laundry requisites, flour, etc. The building occupies 45 x 65 feet in dimension, four stories high, the top of which is used as a lodge room." Jacob Eaby then purchased the store and operated it as well as serving as postmaster. He owned the building from 1891 to 1898. The two houses that join the rear of the store building today were originally warehouses for the store.

Aaron Hershey became proprietor of this store in 1889. His family made its living quarters on the west side of the store property. There is a porch on the south side, and on the level of the basement at the southwest corner under this porch was a small room which was used as a barber shop that was operated by John Burns, later by his son Walter Burns, and still later by Eugene Kneip.

In the early 1900's a gasoline engine was placed in the basement and a shaft with a belt connected to it was run up the west side of the building. This belt provided power to operate the sewing machines of the shirt factory of Hershey, Brown and Hershey which was located on the third floor.

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The next operator was J. Ephrain Denlinger who operated it for a few years. The interior of the store as it appeared during this time is pictured for the reader. The last person to operate a general merchandise store was I. L. Rutt who closed down in the 1930's.



HIRAM WITMER PROPERTY

On the corner of the old turnpike and the Gordonville Road we find a building which has had a variety of interests. In Mr. Brooke's survey Judge Landis found that Hugh Wallace operated a tavern, the "Sign of the Buck."

Hiram Witmer, son of David, and his son Joseph lived here for many years. It was considered a farm by those who remembered it and also included the land around the Pequea Quarry.

Dr. Mott Cunningham who had been a chemist at the laboratory in Marietta lived here. He raised thoroughbred pigs. They left the area for the southwest in 1923.

I. Howard Kemrer purchased this property and opened a restaurant known as Aunt Sue's kitchen. Later it was known as Paradise Lodge and his daughter and husband Mr. & Mrs. Luther Kepler lived here. Mr. Kepler was a photographer. Mr. Kemrer built several additions to the original house. Mr. and Mrs. John Kellenberger leased the restaurant from 1937-1945.

In later years Moses Eby owned and operated it. The property was purchased by the Paradise bank in May 1953 and is rented.



NATHANIEL J. LEFEVER

A business that had at one time been a thriving one in the town was that of a tin and sheet iron worker. The last of the tin smiths in the town was Nathaniel J. Lefever, father of Mrs. Agnes May. Mr. Lefever purchased the business in 1877 and operated it until 1915. He purchased it from Joel Bare who had conducted the business for twenty-one years.

In an **Annual Business Review of Lancaster County** that is dated 1891 is found the following:

"Here is attended to promptly all kinds of tin and sheet iron work and roofing, guttering and spouting is also done at short notice, and a large line of the same class of goods is constantly kept on hand, they being mainly of his own manufacture. Repairs on heaters, ranges, stoves, tin and sheet iron ware."

The Bare building located on the south side of Route 30, across the street from the hotel, occupied dimensions of 16 x 35 feet, with a showroom and a shop in the rear.

After the business had been purchased by Mr. Lefever, the location was moved to the small frame building between the A. L. Witmer home and the A. L. Witmer store building. In addition to the tin work mentioned, cooking pots, kettles, and buckets were manufactured here.



I. N. SHEAFFER

One of the leading businessmen in the town of Paradise during the year 1891 was I. N. Sheaffer, harness-maker. Mr. Sheaffer took over the business in 1871 and operated it continuously from that time. The stock carried consisted of a full and complete line of heavy and light single and double harness, collars, robes, fly nets, whips, and horse clothing and supplies.

Repairing of all kinds was a specialty of this shop. **The Business Review of 1891** described the business in this manner:

"The prices of the house are moderate, considering the superiority of the work."

The salesroom occupied a space of 16 x 35 feet and was equipped with all necessary conveniences. Assistance was employed as needed.

The location of this shop, often referred to as a sadler shop, was in the east side of the frame building between the two large Witmer buildings.

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PARADISE GAS SERVICE

PARADISE, PA.

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Accurate — Uninterrupted — Fully Automatic

THE GAS SERVICE THAT PEOPLE PREFER

Ranges — Water Heaters — Clothes Dryers — Space Heaters

I. H. KEMRER

In the spring of 1891 I. H. Kemrer established a new business in the town, that of shoemaking. He had learned the trade from his father, Joseph, who lived in Harristown. He announced that all kinds of shoemaking work was promptly executed in the most skillful manner. A specialty was ladies' and gentlemen's fine work. His shop was located opposite the store (the Witmer store).



He also advertised that repairing of all descriptions of footwear would be attended to at once and that prices were moderate.

The room size was 12 x 14 feet. The building was located at the junction of U. S. Route 30 and the road that passed the tannery. An addition to the building called "the Triangle," served as the town post office in the early 1900's. The building was torn down in the spring of 1962.



Mr. Kemrer operated this business for the remainder of his life. He had had thirteen years of experience in the shoemaking business prior to opening his own shop. It was he who also provided instruction in this field of work for his sons Edwin and Meade. Edwin later worked as a postal clerk and Meade moved to Lewistown.

About the year 1925 Mr. Kemrer purchased the present restaurant building on the northeast corner opposite his shoe repair shop and opened a restaurant there. This restaurant was later operated by John and Elsie Kellenbeger. Mrs. Kellenbeger is now on the staff in the cafeteria of the elementary school.

PEQUEA QUARRIES

These quarries are located north of the highway in Paradise near the P.R.R. They were first owned by Hiram Witmer who leased them to John Keller in 1864. Flagstone and ballast were quarried for use on the railroad. In 1872, James Young leased the quarry and erected two derricks which were run by horse power. In 1881 an engine was used to hoist stone. This stone was of fine quality and was used mainly for bridges. Elder residents state that this was the finest limestone quarry in the county and one of the best in the state. In 1883 it employed 40 quarry men and 9 cutters, and was superintended by Samuel Johnson. In 1881 Joseph Witmer became the owner. Lawrence C. May purchased the quarry from the Witmer estate in 1923. He quarried stone for use on roads in Lancaster County until 1933. The lands were sold in 1956 to Alfred Smith.

BRICK KILNS

In the period around 1840 most of the larger buildings that were built in the area were constructed of bricks. Legend states that the two large Witmer buildings located near the store were built from brick fired on the location.

One of the last of the brick kilns to cease operations was located along the Strasburg Railroad on what is now the farm of David Benner. The last man to operate the kilns was Jacob Lahr, of German ancestry. He was operating these kilns until the early years of the 1900's. The grass covered hills and mounds that are visible in the meadow east of the Benner farm are all that remain of these brick works. The clay was obtained from the area nearby, made into dough, manually put into a mold and placed on a platform to dry for a period of days. Finally it was put into the kilns for baking.

Mrs. Jason Doutrich, a daughter of Mr. Lahr, recalls the drying sheds which were roofed structures with open sides. There were horses used to mix the material prior to its being placed in molds that produced two bricks per mold.

To fire the brick, coal was used, it being transported by the Strasburg Railroad.

The kilns were operated in 1875 by Amos Herr. Two of the items that were produced here are a cat trough owned by Paul Neff and the structure known as the Paradise Mennonite Church.

BAKERIES

From the 1870's onward one finds bakeries in the area.

Martin Lichty, brother of Parke, operated a bakery in the basement of the store property in Paradise. Later he moved east of Singer's Store where he baked bread and delivered by horse-drawn bread wagons.

In the rear of the home of Dr. Everett Denlinger the older town citizens tell of a bakery owned by William Pradiger. He and his wife sold bread and sweet buns. Mr. Pradiger also peddled with a push cart.

Mrs. Pradiger's sons by a previous marriage, Wesley and Amos Sweigart, opened a bakery in the vicinity of Aeon Shirk's property. They later moved to a farm now owned by Chester Ranck along the Strasburg road. Here they opened a bakery. Peter Kneip was the baker. He walked to his place of employment daily. Israel Rohrer remembers of the loaves being round and weighing 2 lbs., 2oz. They were sold for 9 cents. Today we buy a 1-lb. loaf for 25 cents.

REYNOLD E. SCHENKE

DESIGNERS AND MANUFACTURERS OF
QUALITY TOOLS — PUNCHES — DIES — FIXTURES — GAUGES
METAL STAMPINGS — SPECIAL MACHINERY

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INTERCOURSE, PENNA.

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POST OFFICE

In the year 1804 Paradise was made a post-town and was given the name because of an expression of Joshua Scott (publisher of Scott's map of Lancaster County) who, while standing in the middle of the Lancaster and Philadelphia turnpike with a group of men, remarked that the area should be called Paradise. The post office has carried the name for all of the years of its existence despite the fact that when the township was first organized in 1843 it was named Pequea. This name was short lived, however, and was soon changed to the same as the post office.

According to records preserved in the National Archives in Washington, D. C. the first return from a postmaster to the Postmaster General was dated October 1, 1812 and the name was Isaac F. Lightner. This man was classified as a deputy postmaster. The first official postmaster was David Witmer who was appointed on March 1, 1813. He continued as postmaster until May 9, 1831 when he was succeeded by Adam K. Witmer, who was later replaced by Amos L. Witmer on February 11, 1846.

George J. Hoover was appointed postmaster on September 18, 1866 who served four years and was replaced by Amos L. Witmer on May 25, 1870.

Alonzo Potter Witmer was appointed on July 14, 1873, and he served until George D. Frew was appointed on August 3, 1885. At the close of this term, on August 2, 1889, Alonzo P. Witmer returned as postmaster and served for two years.

Jacob M. Eaby served from October 9, 1891 until he was replaced by George B. Frew on August 10, 1894. This man was succeeded by Harry S. Frew on April 9, 1897. The position then passed into the hands of Howard Kemrer on August 6, 1914. It was during this man's term of office that the office was changed from fourth class to Presidential on January 1, 1916.

C. Maurice Hershey was appointed on November 17, 1924 and he served until December 31, 1931 when he was replaced by Abraham M. Lichty. Mr. Lichty was succeeded by Eli Diller on January 11, 1934. He served until Samuel T. Hershey took over on May 1, 1940. The current postmaster is Robert D. Esbenshade who was elected to the post on April 30, 1955.

The present building was erected in the year 1932.

RANCK QUARRY

This quarry is located along the east side of the Black Horse road midway between Paradise and Strasburg Pike. The land was owned by John Ranck and later Harry R. Metzler. In the 1800's lime was burned and hauled to southern Lancaster County where it was much needed by the soil.

Stone was also quarried, and in the 1920's and 1930's it was leased to John Denlinger and used for building roads in Paradise and Strasburg Townships.

There were several other quarries north of the row of houses on that side of the present highway. These were operated by an Isaac Miller and Mr. Reiley for a period of time.

DRUG STORES

Dr. George J. Hoover established a drug store in Paradise in 1846. A native of Lancaster County, Dr. Hoover had been a practicing physician of wide popularity for many years. He was a graduate of Jefferson Medical College of the Class of 1848.

The premises were located diagonally across the U.S. Route 30 from the general store now operated by Charles K. Singer. **The Business Review of 1891** states:

"The premises occupied comprise a fine store 20 x 15 feet in dimensions possessing all requirements, also a wareroom adjoining. The stock embraces drugs, chemicals and all the standard proprietary remedies, paints, oils, and varnishes, etc., also all kinds of garden seeds. One assistant is employed and special attention is paid to the compounding of physicians prescriptions and family recipes which are accurately prepared from the purest drugs at all hours."

This building was destroyed by fire on Sunday, October 25, 1891. The drug store was then moved to the stone building now occupied by the Lundgrens. It was operated by Dr. Hoover and his assistant, George Frew. Eventually Mr. Frew, uncle of the late Dr. G. W. H. Frew, became owner and operator of the store.



Three other men operated drug stores in later years. W. K. Chandler and a Dr. Cooper operated in the building adjoining the eastern side of the Park Lichty home. Following this a store was operated by Amos Rutt in the first floor of the brick home now inhabited by the Ivan Rutt family. It was during the period of operation of this store (1912-1914) that the YMCA operated a unit in Paradise. The meeting place was the second floor of the Rutt building.

In another area of this book one can find a picture of one of the YMCA teams.

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DISTRIBUTOR OF PETROLEUM PRODUCTS
FUEL OIL, GASOLINE, MOTOR OILS, GREASES, KEROSENE,
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WHOLESALE AND RETAIL

24-HOUR SERVICE
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MANHEIM PIKE
ROUTE 30, RONKS, PA.
519 UNION ST., LANCASTER, PA.

SERVICE STATIONS

517 UNION STREET, Lancaster, Pa.
LIME and LEMON STS., Lancaster, Pa.
PRINCE and CHESTNUT STS., Lancaster, Pa.
ORANGE and COLUMBIA AVE., Lancaster
U. S. ROUTE 30, Ronks, Pa.

THE SEED INDUSTRY

"A seed . . . that from which anything springs"



One of the most flourishing businesses at the turn of the present century was the seed business. There were three men who played leading roles in establishing this as the center for the seed mail houses in the entire country for more than fifty years.

The first of these three men was George W. Park. It was this man to whom the credit may be given for giving the name La Park to the section along the Pequea Creek at the point where it is crossed by the Gordonville road. This area was one of the most attractive areas in the township at the time when the spring bulbs sprang forth in full bloom. The elder residents of 1962 are able to recall pleasant walks along the garden paths of the firm.

From a letter to the George W. Park Seed Company, now located in Greenwood, South Carolina, the following history was obtained.

George W. Park moved his seed company to Paradise in 1880. This business had been founded in Path Valley, at a small community called Fannettsburg. The move was made because the business had outgrown its location.

It was while at La Park that the circulation of **Park's Floral Magazine** grew to over 800,000. Mr. Park had a complete printing department with printing presses powered by waterpower from the Pequea. He operated this business continuously until 1918 when he planned to retire. It was also at this time that he married Mary Barratt Park of Greenwood, S. C. The newlyweds moved to Florida to live.

After a period of retirement, Mr. Park again entered the seed business. Since seeds did not keep well in Florida, he moved to Greenwood, S. C. The firm has been in operation with this as headquarters since that time.

BROWN FUNERAL HOME

PARADISE, PA.

CHRISTIANA, PA.

ARTIST'S EMBLEM CO:



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Phone OV 7-2546

**EMBLEMS FOR
SCHOOLS, CLUBS, HOSPITALS, ETC.
TROPHIES — PLAQUES
EXPERT ENGRAVING**



WATCH REPAIRING



Milton E. Denlinger

**TRUCK LETTERING
HAND PAINTED PICTURES**

At the time of its operation in Paradise the firm had its own post office. This post office operated from 1903 at which time Duffield Parks was appointed postmaster until June 30, 1930. Other men who served as postmasters were Thomas Keller, John D. May and John H. May.

Another item of interest with relation to the benefits to the community that were developed by Mr. Park was the La Park band. The band was not the first one in the community, but in the year 1903 the band became known as the La Park band. The director of the band was John Mylin, father of the former county superintendent of schools, Arthur P. Mylin.



The activities of the band were many and varied. The twenty or more members played at the Memorial Day celebrations, at local fairs and festivals and played special programs every Christmas morning. They were often seen at any political rallies held in the area.

Marshall Miller, of Gap, remembers playing in the band while torches were used as lights.

When Mr. Mylin resigned, the John May family accepted the position of director until the band dispersed in 1914.

Mr. Park sold his business to J. G. and J. H. Fisher when he left the area. These men operated the business for a few years as the Laparke Seed and Plant Company. They were responsible for moving the business to the location of the present Shreiner's greenhouse. By the early 1920's this business began to specialize in printing and the seed and plant business passed into other hands.



G. W. PARK

George W. Park came here from Lebonia, Franklin County in 1902. He purchased the land from the Pequea Creek to the Paradise square along the highway. A road was made diagonally to meet the Gordonville road. Here he built six frame buildings, then on the road from the square to Gordonville road he built three more houses. He purchased the Mill owned by Noah Fisher, formerly owned by the Brua brothers. He

built his own place of business, a three story frame building, adjacent to this Mill, and he used the power from the water wheels to run his large printing presses. He printed a monthly magazine called "Park's Floral Magazine," also put out a catalog each spring.

The business consisted of selling seeds, plants and bulbs by mail order. He went to Holland to purchase the bulbs and at one time was known as the largest individual purchaser of bulbs in this country, receiving some in car load lots. There were several greenhouses on his property and here he raised the plants—also raising many of the seeds in the various seed beds.



He employed a staff of from 40 to 50 workers. Many of the young girls from Paradise and neighboring towns worked here filling seed packets, packing plants and packaging the bulb orders.

Circulation of the monthly magazine was wide reaching. As all the business was by mail, a United States Post Office was opened at the one end of the plant and was called La Park. All of the catalogs and monthly magazines were addressed in handwriting for which the girls received twenty-five cents a thousand.



Mr. Park built the "Mansion" where he lived, facing the Paradise to Gordonville road, along the mill race.

His brother, Duffield Park, built a brick house along this same road opposite the mansion. He was the first postmaster at La Park.

The heavy timbers for the large building had been cut and seasoned in the woodlands near his place of business in Lebonia, Franklin County, and brought here. A number of the men who worked for him there

BEST WISHES
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PARKESBURG, PA.

DARNELL'S MUSIC SHOP

BAND and ORCHESTRA INSTRUMENTS

NEW and USED

OPEN EVENINGS

SALES — REPAIRS — RENTALS

127 E. ORANGE ST.

LANCASTER, PA.

came here with their families when he transferred the business in 1902 to La Park. A large bell on top of the building rang at ten minutes of seven each morning, again at noon and at one p.m. and at six p.m. each day except Saturday when they closed at five p.m. The ten minutes each morning made up this hour—thus they worked ten hours a day, sixty hours a week.

Many of the orders contained small cash—dimes and quarters—and these were used to pay the workers every two weeks.



LANCASTER COUNTY SEED COMPANY

by Ralph W. Eby, Jr.

Sometime prior to 1908 Ralph W. Eby, a commercial artist, while employed at the LaPark Seed and Plant Company in Paradise, originated the business proposition that seeds could be sold by mail by furnishing them on trust to persons willing to sell them and relying on those persons to send back the money they collected, receiving in return either a commission or a present selected from a catalogue published by the company.



The business was started by Mr. Eby and C. Parke Lichty in the house now owned by Parke I. Girvin and Margaretta Lichty Girvin—next to Singer's Store.

At this house seeds were packed by hand. The business grew and part of the old Paradise Store building was rented and printing presses were installed in the Shirt Factory now operated by Tri-Mor Manufacturing Company.

In 1911 the Company leased a small building along the Pequea Creek on the road to Strasburg about one-fourth mile west of Paradise, on the site of the Benjamin Eby mill. Within two years the firm was prosperous enough to build a three story building eighty feet long to accommodate the business which, at the time, employed about fifty persons.

In December of 1917 an arsonist set fire to the seed company, and the buildings burned to the ground. This loss almost ruined the seed business in Paradise, but suppliers assembled and gave credit and the business was continued in the old Paradise Store building temporarily, until a new warehouse and factory could be built.

In 1919 construction was begun on the Black Horse Road one-fourth mile south of Milley's Service Station in Paradise. Additions were made to these buildings from time to time and at the peak of business the firm was employing one hundred and fifty persons over the winter months. The wages paid were low by today's standards, but there are many in the vicinity today who, at one time in their lives, worked for the seed company had a good time, and would be happy to return.

Ralph W. Eby died in 1930 and the business was purchased by William A. Frew, who started in the business as an office boy while in high school before the First World War.

"STAUFFER'S"

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MCDONALD WATER SYSTEMS

EST. 1922

KINZERS, PA.

A. R. COX

ANTIQUES OF ALL KINDS

BOUGHT AND SOLD

PHONE:

GAP HI 2-4716

P. O. BOX 13

KINZERS, PENNA.

During the Depression this business prospered. After the Second World War the Mail Order business went on a decline. High labor costs and raised postal rates and the lack of incentive in young people to earn money, when their parents had plenty to give them, caused the death of the Company in 1960.

Of all of these buildings, the Paradise Store building, next to the Bank, the print shop on the Black Horse Road, occupied by Milton Eby as a furniture factory, and the smoke stack near the Pequea Creek on the road to Strasburg, remain. All the rest are gone.



EDDY'S BULBS

One of our senior residents, Mrs. Edith R. Eddy, conducted a business that specialized in importing and selling Holland bulbs. Her husband, John Richmond Eddy, opened his business in 1921 on the third floor of the Witmer building just west of the bank. Later the business was moved to the packing house of what is now Shreiner's.

Orders were taken by college students during the summer months, and the bulbs were then shipped by mail in the fall. At its high peak of activity a total of thirty-five persons were employed.

A partner in Holland, Mr. K. Klejn, grew the bulbs that were sold. This partnership extended from 1923-1929.

After Mr. Eddy's death in 1925, Mrs. Eddy and her son, John Granville Eddy, continued the business until 1933 when it was dissolved.

GARDEN SERVICE

The only landscaping business now in operation in Paradise is Garden Service. This business originated in 1949 on a one-acre plot next to the present Zook's Gift Shop. John G. Eddy and Louella M. Eddy formed a partnership to engage in landscape planting and contracting. They also opened a shop to engage in cash and carry sale of all types of planting.

In 1952 the business was moved to the present location at the east end of the town. The area covers four acres of stocked items. The illness and death of Mrs. Louella Eddy, in 1962, made necessary the closing of the garden center.

Mr. Eddy is continuing work as a landscape serviceman, mainly in the Philadelphia suburban area. His advice and consultation remains available to local residents by consultation.

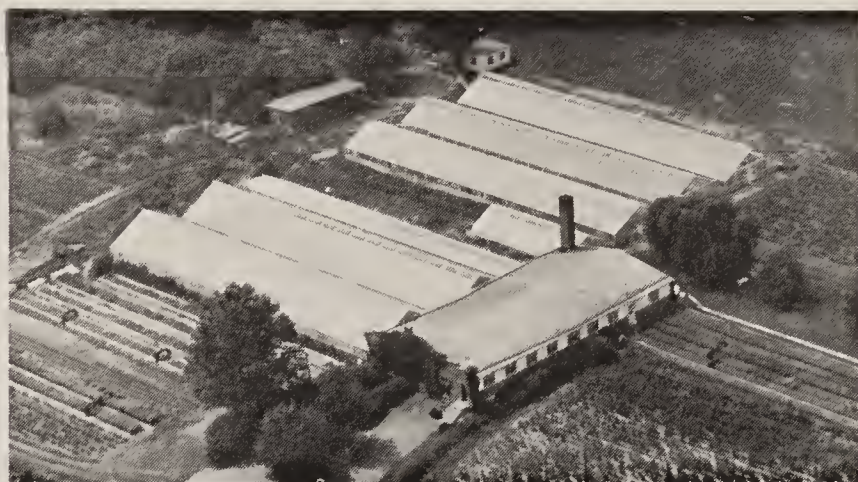
SHREINER GREENHOUSES

The Shreiner greenhouses are located just north of Paradise looking over the Pequea creek, the location for which Paradise was named.

The original three greenhouses and packing shed were built in 1921 by La Park Plant and Seed Co. They owned and operated the greenhouses for six years. Shrubbery and plants were grown, seeds and bulbs were packed in the packing shed.

The greenhouses were sold to Ira Eby who operated them for one year. The place was then sold to Willis Rendig and was operated by J. H. Fisher for one year.

They were then purchased by E. E. Shreiner in 1929 and are operated to this day under the name of "Shreiners Flowers." Mr. Shreiner brought his business here from Greenland, four miles east of Lancaster on U.S. Route 30.



In 1946 Mr. Shreiner added four more greenhouses, and in 1954 still another one was added. At present there are eight greenhouses. Shreiners grow flowers the year around and sell the flowers on the Lancaster and Philadelphia markets. The packing shed is now a flower shop operated by Mr. Shreiner's daughter and her husband, Mr. and Mrs. Harold Mowrer.

Shreiners employ four full time workers and five part time workers.

Because there have been a number of arrow heads found on the grounds, one can ascertain that this was once land inhabited by Indians.



CHARLES W. LUNDGREN & SONS

Charles A. Lundgren, a craftsman in granite, worked at his trade at the beginning of the century in Barre, Vermont, then considered the granite center of the world. It was there also that his son, Charles W. Lundgren, studied drafting and designing and came to be considered outstanding in the monumental field.

At the close of the Second World War Charles W. teamed up with his sons, Robert, recently released from Naval Air Service, and John, who had been studying at the Louisville Art Center, Louisville, Kentucky. Together they founded a firm in Paradise to supply and erect monuments. They wrote the first order in February 1949, and have enjoyed doing many artistic memorials for cemeteries of Lancaster County.

STATE BANK OF PARADISE

"The Bank of Service"

PARADISE, PA.

ORGANIZED OCTOBER 1, 1921

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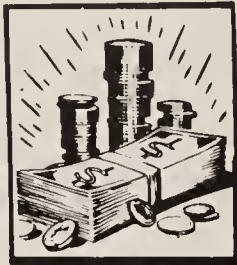
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Caleb W. Witmer, Vice President

Clarence S. Lefever, Jr., Asst. Cashier

Aaron L. Landis, Secretary

Leslie K. Hoover, Cashier

Estella J. Bowman, Asst. Cashier

DIRECTORS

Benjamin R. Brackbill,
Paradise, Pa.

Leslie K. Hoover,
Soudersburg, Pa.

V. Emanuel Hoover,
R. D. #1, Kinzers, Pa.

Caleb W. Witmer,
Soudersburg, Pa.

Aaron L. Landis,
2244 Hobson Rd., Lancaster, Pa.

Frank B. Lichty,
Paradise, Pa.

John E. Kauffman,
R. D. #1, Bird-in-Hand, Pa.

EMPLOYEES

Stella M. Newswanger

Carole M. Hershey

Martha Mellinger

Elizabeth C. Ellis

Ralph W. Eby, Jr., Paradise, Pa., Solicitor

STATE BANK OF PARADISE

State Bank of Paradise has served the community of Paradise 41 years.

On the 209th year of the founding of the village of Paradise, October 1, 1921, the State Bank of Paradise opened its doors to render a service to the community.

Through the years the bank has rendered a fine service to the people of this thriving business and farm area.

The institution was organized with a capital fund of \$50,000.00. It opened with a paid-in surplus of \$5,000.00 which through the years has grown to \$200,000.00. At the end of the first day's business, deposits totalled \$7,688.44. Today the total assets are over \$2,800,000.00. Of the 27 depositors who opened accounts on the first day, 5 are still customers including Savings Accounts numbered 1 and 3.

The original Board of Directors was made up of 16 members of well known men of the community. One of these men is still serving. He is Benjamin R. Brackbill, now president of the Bank. Mr. Brackbill, a retired farmer, served as vice president from December 7, 1942 to September 8, 1947, when he was elected president to succeed William A. Frew.



The other members of the original Board were Christian E. Brackbill, Joseph Brackbill, Christian Denlinger, John M. Eby, John H. Groff, C. Aaron Heshey, Emanuel E. Keneagy, Tobias R. Kreider, Christian Lichty, W. B. Nissley, Isaac L. Rutt, Edwin A. Slaymaker, George Wenger, Junius J. Wiker and Eli Witmer.

The late Isaac L. Rutt was the first president of the financial institution and he was succeeded, at his death in 1942, by Mr. Frew.

Samuel W. Zook was the first cashier of the Bank. In 1934 he was succeeded by Lester H. Herr, now President of the Lancaster County National Bank, who, in 1935 was succeeded by Albert F. Witmer, now cashier of the First National Bank of Strasburg.

The present cashier is Leslie K. Hoover of Soudersburg. A graduate of Salisbury Township High School, he began his employment with the Bank upon his graduation from high school in May of 1927. He was elected Assistant Cashier on January 22, 1934 and Cashier on August 2, 1943.

Other officers are: C. W. Witmer, Soudersburg, Vice President; Aaron L. Landis, Lancaster, Secretary; Frank B. Lichty, Paradise, Assistant Secretary; Clarence S. Lefever, Jr. and Estella J. Bowman, Assistant Cashiers. Other employees of the Bank are Stella Newswanger, Carole Hershey, Martha Mellinger and Elizabeth Ellis.

The present directors are Benjamin R. Brackbill, C. W. Witmer, Aaron L. Landis, Leslie K. Hoover, John E. Kauffman, Frank B. Lichty, and V. Emanuel Hoover.

AMOS EBY FERTILIZERS

One of the thriving businesses in the community in 1962 is that of the Amos Eby Fertilizer plant. The present manager, Robert E. Ranck, is the third generation of his family to serve the farmers of the community in this manner. The present equipment which includes a truck which sprays fertilizer or lime on the fields for the farmer is a far cry from the day when Robert's grandfather opened business in 1896.

The original industry was begun a short distance from the present location, on the opposite side of the railroad. All mixing of ingredients was done manually. Bones that were ground in the bone mills nearby were used as part of the raw materials.

In 1904 Clayton Ranck married Laura, the daughter of the founder Amos Eby and also became part of the business. In 1914 the firm built a building on the present site, a building that was destroyed by fire in 1931.

After the fire a new and larger building was constructed and additions have been made several times since. In 1952, Robert E. Rank was made a partner in the business. The volume of business is in the vicinity of 8300 tons annually. The firm operates three trucks in addition to the spray truck. Six men are employed on a full time basis, and more are hired in seasons of activity.



SWEET-ORR-TRI-MOR FACTORY

Situated along the road to Strasburg between the old tannery and the Paradise Mennonite Church we find a building that has been a factory for about fifty years. It was first built by Jake Brown and operated as a shirt factory.

Later the Sweet-Orr Inc. operated a shirt factory for many years. This company was a combination of three men James A. Orr and his nephews, the Sweets. Mr. Orr when founding the firm vowed to make work shirts and trousers that had a definite size and long lasting qualities. He began in 1871 in New York State.

Mr. and Mrs. John Eckman were floor supervisors for this firm from 1916-1957. During this time from 18 to 30 workers were employed and men's work shirts, sport and flannel, were made.

Today the building is operated by Tri-Mor Manufacturing Co. and makes children's dresses.

ARTHUR LIONEL HORTING

OFFSET AND LETTERPRESS

PRINTER



2201 OLD PHILADELPHIA PIKE

LANCASTER, PENNSYLVANIA

— Printers of the Anniversary Book —

HERSHEY GARMENT COMPANY

Hershey Garment Company was established in 1829 by Mrs. Benjamin Hershey on the second story of what was then the I. L. Rutt store building. There were 10 sewing machines and a total of 15 employees, a year later 10 machines were added on the third floor.

In 1932 a factory was built on the present site, in 1935 an addition was built to the original building and in 1956 another part was added, present employment is 110 with 90 machines.

The products manufactured are ladies' lingerie consisting of slips, gowns, and pajamas.

SINGER'S STORE

Singer's Store, one of the long lasting sings in the town, could have no better name. The proprietor, Charles K. Singer was born in the building, had his first haircut in the building, and has operated a country store akin to those of former days for most of his life.

The store provides for all the small requirements of the local farmer: food, "The Best of Everything for the Table," small hardware items like hoes, rakes, spoons, knives, forks, nails, hinges, everyday clothing, thread, socks—almost anything. If the farmer wants something bigger than Charlie carries, Singer sees that he gets it.

The name of every president since Lincoln, and probably many before, has been a controversial subject at Singers. The store building still contains remnants of the fireplaces that once kept it a warm place during the winter months. Residents of the town have often met here to discuss problems of the day.

The basement of the building is unique in that it has quoit pits that have been used as a source of evening relaxation for the men of the area. In referring to these quoit nights, the names Christian Houck, E. G. Rineer, Albert Brinkman, Ervin Denlinger, Jacob Rutt and Park Althaus, are readily remembered. These men readily entered competition with men from Nickel Mines, Cochranville, Hamilton Watch Factory, Lancaster Lutheran Churches and Gordonville Fire Company.

For many years Mr. Singer has been making grocery deliveries, providing transportation for customers who need emergency medical care, and serving his community in numerous ways. Within reason he operates a credit business, carrying many farmers "from crop to crop." He, his wife and employees have been giving directions to travellers for years.

While one no longer finds the cracker barrel in this store, one does find much of the atmosphere here that made the days of the potbellied store and the cracker barrel memorable. The store was given state wide recognition in a two page spread in the **Pennsylvania Farmer**, dated October 14, 1950.

LANCASTER COUNTY MUTUAL INSURANCE COMPANY

by Charles K. Singer

The Lancaster County Mutual Insurance Company was incorporated March 17, 1841. Although the company records list Paradise as the place of Incorporation, the earliest meetings of the company were held in Salisbury and Williamstown (now Vintage).

On April 10, 1841, the Board of Directors met at the house of H. F. Slaymaker in Salisbury. Present were William Noble, William Henderson, Dr. Samuel Duffied, James J. Henderson and H. F. Slaymaker. The

Board organized as follows: William Noble—President, H. F. Slaymaker—Secretary and Treasurer.

The Board met again on April 17, 1841 to approve the By-Laws that had been drawn up, and at this meeting it was decided to advertise in two Lancaster papers that the company was now ready to receive applications for insurance. A week later The Board passed a motion that no policies of insurance be issued until \$200,000 of applications are filed in the office of the Company.

The Company actually began its operation on November 16, 1841 at 12 o'clock noon. Each member of the company (all policyholders being members) paid 2% on the premium note of his application.

The first agents to be appointed by the Board to receive applications of insurance were Dr. Esaias Kinzer, Thomas Konigmacher, Esq. and A. K. Witmer, Esq.

It was decided that the annual meetings of the Company be held the second Tuesday in January of each year for the purpose of electing the directors of the company. That still holds true today except that they now have a provision stating that the names of those nominees shall be submitted in writing at least thirty days before the annual election, and that no more than three directors shall be elected each year, and they shall then serve for a three year term.

During the first few months of operation, the company would only accept insurance on buildings, but in February 1842 they agreed to accept insurance on contents of the buildings, providing the insured enumerated such articles and they were approved by the Board of Directors.

The original charter of the company permitted no more than \$2,000 insurance on any one risk, which meant if an insured wanted additional insurance, permission had to be granted by the Board of Directors for such additional insurance to be carried in another company. Nor would the company accept insurance within the corporate limits of the City of Lancaster until October 15, 1842. This motion was later rescinded, and in the beginning of 1843, another Resolution was passed refusing to grant insurance on any property within the limits of any Incorporated City or Borough.

During the early years of the Company each application of insurance was approved by the Board of Directors only after it was ascertained that the agent of the company had inspected the premises and made a "true return thereof," and had also stated "any extraordinary risk or risks that may come under his observation, such as ashes kept in wooden vessels, stove pipes through wooden roofs, flues improperly constructed" etc. All these early policies were also subject to the $\frac{3}{4}$ value clause.

By January 1844, when the first financial report of the Company was issued for the years 1841, 1842, and 1843, there were 412 policies in force, and a balance in the hands of the Treasurer of \$99.65.

It was the practice at that time for the company to borrow money each time a loss occurred, then immediately assess each policyholder for their proportionate share of the loss. Usually such monies were borrowed from the directors of the Company or other private individuals rather than from a bank. They were reimbursed after the Company had collected the assessment. This manner of doing business continued until

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COMMERCIAL AND RESIDENTIAL
BUILDING PLANS

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January 1847 when a resolution was passed that the Company should borrow funds from the bank to pay their losses each year, and levy one assessment on the policyholders in October to cover the losses and expenses of the Company during the preceding year. We still write this type of post assessment policy, but the assessment is now levied in September rather than October.

The first meeting of the Company to be held in Paradise was in 1882, we believe in the General Store owned by Jacob M. Eby, who became Secretary of the Company in 1893. Lightning coverage was added to the fire policies during this same year, and the ruling was passed that all policies must be returned to the office in order to be cancelled.

Until the 1930's, whenever a loss occurred, a committee of two or three members of the Board of Directors or agents of the company were appointed to investigate the loss and report their findings to the Board. The Board passed upon the amount to be paid to the assured. If there was any disagreement between the amount offered and the amount the assured felt he was entitled to, the matter was referred to an arbitrator and an amicable settlement reached.

The company made every effort to keep abreast of the times, and in 1895, a Resolution was passed to permit lighting of houses by electricity. In such cases the assured presented a certificate of electrical lighting to the Board of Directors for approval, and careful note was made on the company's records.

The first vice-president was elected in 1902, the only officers previous to that time being the President and Secretary-Treasurer, which latter office was sometimes held by the same person, and at other periods by two different men..

As early as 1910 the Lancaster County Mutual Insurance Company joined the Pennsylvania State Association of Mutual Insurance Companies and subscribed to two copies of the Journal News, the monthly paper published by the Association to keep the Pennsylvania companies informed on all matters pertaining to the business of insurance.

In 1914 a Resolution was passed permitting the company to write both storm insurance and fire insurance on automobiles. The windstorm coverage was granted on all outstanding policies at no additional charge, but with a deductible clause of \$10.00, which still applies to our windstorm coverage today. Our present day assessment policies cover both fire and windstorm automatically. This, however, is not to be confused with extended coverage as we know it, since this is a broader form of coverage.

Fire insurance on automobiles was granted for 80% of the list price, with the provision that no car more than five years old could be insured, and no car to be insured for more than \$2,000.

In January 1920 Guy C. Eaby was elected Secretary of the Company, having served in the capacity of assistant secretary since 1913. In 1935 the office of the company was moved to Lancaster since the city was a more convenient place from which to operate.

Mr. Eaby served the company as secretary-treasurer until his death on April 5, 1961. During this time he was instrumental in bringing about the modernization of the company, bringing the records up-to-date, and beginning the writing of the prepaid policy.

Today we write about fifty per cent assessment and fifty per cent prepaid insurance, and write business only in the State of Pennsylvania. We are represented by agents in every part of the state, and now have over \$31,000,000 of insurance in force. We can handle lines of \$150,000.

In 1950 the company purchased the property at 222 East Orange Street, Lancaster, Pa., which is now the home office.

Charles K. Singer, of Paradise, is now the president of the Company, Marion K. Long, Christiana — Vice President, and June E. Clegg, Lancaster, is Secretary-Treasurer.

L. J. DENLINGER CO.

Leaman J. Denlinger was born in 1873 and was raised on a farm in Paradise Township. He married Emma Hooper in 1900 and started farming on his own farm in Leacock Township.

Because of ill-health, he was forced to quit farming in 1914. He moved to Paradise. Lem, as he was known, helped to organize the Paradise Township Farmers' Exchange at Vintage, becoming President and General Manager of this feed and grain business.

Several years later, he resigned and became manager of the Lancaster plant of the Lancaster County Farmers' Exchange, on the Litiz Pike opposite the Union Stock Yards. He built this business up to nearly a quarter of a million dollars of sales per year.

Later, he resigned and sold merchandise for other companies, but always with the yearning to own a business of his own.

When he heard in January of 1927 that Harry K. Hershey was going to sell his feed, lumber and coal business at Leaman Place, he decided to buy the business. He took over the business on April 1, 1927. There were two employees—Edwin E. Amis, who had been employed by Mr. Hershey since April 1, 1911, and "Barney" McKillips. Lem's son, Aaron, helped to deliver feed, coal and lumber during the summer and then entered Lancaster Business College in the fall.

On Election Day in November 1927, L. J. Denlinger died of a heart attack, after being in business only seven months. Ed. Ames continued with the widow and managed the business for several years until Aaron gained the necessary experience to take over the management.

On January 1, 1931, Mrs. L. J. Denlinger and Aaron formed the partnership known as L. J. Denlinger Co. which is still in existence.

The business has grown since those days. In 1938, the firm started handling Master Mix Feeds which became a real asset in the list of nationally known products handled by this progressive business.

By 1945, the feed business had outgrown the limited facilities and a new feed mill was built in 1946. This expansion enabled the business to grow more rapidly and a second salesman was employed.

In 1958, the lumber and building material business had developed to such an extent that it became necessary to purchase more land from the Penna. Railroad Co. and a new warehouse, 62' x 122', was built so that building materials could be handled by mechanical equipment.

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FISHER MOTORS OLDSMOBILE

PARADISE, PA.

When Aaron H. Denlinger, Jr. came home in 1959 after serving three years in the U.S. Air Force, he was admitted to the partnership on Nov. 1 and has been occupied in pushing the expansion of the firm's building material division.

In 1961, the Company began to fabricate roof trusses as a first step in pre-fabricating houses and farm buildings.

When Aaron's second son, John M., graduated from Penn State University in March 1962, he, too, entered the firm and is presently engaged in developing the feed business.

This locally owned and operated business now employs twenty-two people and operates a fleet of seven trucks serving the community with the best merchandise obtainable at very reasonable prices.

FISHER MOTORS



Built in 1919 by E. L. Buckwalter and Earle L. Hershey, this establishment was then known as "Paradise Motors". The company held the Chevrolet franchise until 1932.

Earle Hershey left the garage in 1923. Later in the year, the garage was destroyed by fire. E. L. Buckwalter operated the garage for about 10 more years and then in 1932 he sold it to Aaron Fisher. He operated the garage until 1950 when the present owners, J. E. Fisher, Leon Buckwalter and Ross Buckwalter took over.

Fisher Motors is this year celebrating its Silver Anniversary with Oldsmobile, having obtained the franchise in 1937.



PARADISE AND LEAMAN PLACE FIRE COMPANY

On April 26, 1907 the citizens of Paradise and Leaman Place held a meeting in the IOOF Hall. The object of this meeting was to make some arrangement in way of protection in the event of fire breaking out in the community.

Dr. D. R. Workman called the meeting to order, after which Mr. Clayton Ranck was elected chairman and Mr. Amos Eby secretary.

At this meeting a committee consisting of Nathaniel Lefever, Dr. Workman, Harry Girvin, Amos Murr, and Hiram Denlinger were appointed to investigate the type of equipment that would be best suited for a

community such as ours. On May 2, 1907 the committee visited Sprecher's Seed and Implement Store in Lancaster to look at force pumps. Mr. Sprecher recommended that a chemical engine would be most desirable for fighting fires in a community without an adequate water supply.

On May 10, 1907 the committee reported back to the citizens group. They reported that they had visited Mountville and inspected the two chemical engines which that town had purchased. They then recommended that Paradise and Leaman Place purchase a 45 Gallon Chemical Engine mounted on two wheel carts which could be pulled to a fire in town by men. At a fire out of town the cart would be hooked behind a spring wagon and pulled by horses. The citizens accepted their recommendation and appointed a committee to solicit subscriptions for the purchase of an engine. After one week the committee reported a total of \$533.25 toward the engine.

On May 31, 1907 the purchasing committee ordered two chemical engines of 45 gallons, each mounted on two wheeled carts, from Sprecher and Ganse.

On June 14 a meeting was held to enroll members into the fire company. A total of 22 members was received at this meeting.

The one engine, to be housed in the basement of A. R. Hershey's Store in Paradise, arrived in August of 1907. The agent of Oberchain and Boyer Fire Co.



gave a demonstration of the engine on August 14. The engine for Leaman Place arrived in late August and was housed in the barn of George Trout. The bill for the two engines, amounting to \$575.00 for the engines, \$14.61 for freight and \$9.00 for extra charges, was paid by the company upon arrival of the second engine. George Binz was appointed captain over the engine at Paradise and a Mr. Gallagher over the Leaman Place engine.

On December 2, 1907 the Constitution and By-Laws were adopted by the Company. From this time on the company was to be known as the Paradise and Leaman Place Fire Company. At the same meeting the first election of officers by the company was held. They also decided that they would meet once a quarter unless there was a fire, then they would meet the first Monday night after the fire. It was also reported that after paying for the engines they had a balance of \$64.14 in the Gap Bank.

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It was not until late in the year of 1908 that the company purchased their first alarm. At that time they bought two gongs, one to be placed near each fire engine.

In December of 1909 the Company spent \$50.00 for the purchase of rubber suits and hats, two 16-foot ladders, and 50 feet of hose. The same year it was decided to make a charge for team hire and chemicals use at a fire in a town that did not have a fire company.

In 1911 the meeting place for the company was changed from the I.O.O.F. Hall to J. M. Eaby's Store.

In 1912 another 50 feet of hose and two nozzles were bought costing \$67.79.

In 1914 a building to house the Leaman Place engine was built on ground leased from Penna. Railroad. The cost of the building was \$81.08. The engine at Paradise was also moved from A. R. Hershey's to a building built on the property of Jake Baker.

In 1920 the fire company was thinking about a motorized engine. Up until this time the Fire Company was able to collect enough money to purchase equipment without borrowing. But the purchase of a motorized engine would cost more. In order for a group of men of a company to borrow money the company had to be chartered, so The Paradise and Leaman Place Fire Company was officially chartered in September of 1921.

In 1921 two Model T Ford fire engines were bought to replace the two-wheeled chemical engines. At this time a committee had to travel to York County to inspect an engine of the type they wished to buy. It was some time after the purchase of the Model T Fords, with a rotary pump, that the engine at Paradise was moved across the highway and the company purchased their first electrical alarm, which was a horn. Both the engine and the alarm were housed in John Kellenberger's barn. He at that time was Fire Chief.

In 1935 the Fire Company purchased a 1935 Chevrolet fire engine to replace the Model T Ford at Paradise. The Model T at Leaman Place was maintained until 1948, at which time it was sold.

In 1938 ground on which the fire house now stands was bought and a building large enough to house one engine was built for a cost of \$1726.96.

In 1948 the company decided to sell the Model T Ford which was still being used for fires within the town, and the 1935 Chevrolet. At this time a 1948 Chevrolet truck with a 500-gallon Darly Pump, 250 to 300-gallon water tank, for a cost of \$5607. The company borrowed \$4000.00 in June of 1948 when the engine arrived. The citizens of the town again showed their desire for a well-equipped fire company by supporting the fund drive and enabling the fire company to pay off their loan by the first of November of 1948.

In 1951 and 1952 an extension was built on the rear of the hall which the Ladies' Auxiliary equipped with a modern kitchen.

In April of 1953 the two-way radio was installed in the fire truck at a cost of \$255.00. This radio enabled all surrounding fire companies to be in contact with each other. In November of the same year the company purchased the ground surrounding the fire hall. This consisted of land from the road in front of the fire

hall to the creek and from Hershey's to the Post Office ground. The purchase price was \$1800.00. Upon the purchase of this ground the members of the fire company began to level off the ground to have it paved in front of the hall. The garages that stood to the west of the hall were sold and torn down. In 1954 when the landscaping job was finished the bill of \$930.00 for paving and fill was paid. Also at that time the piece of ground along the creek was sold.

In September of 1954 the Firemen's Relief Association took out an insurance policy on the fire companies in Paradise Township, which would take care of any fireman that was hurt while participating in any fire company activity.

February 7, 1955 the company voted to buy a portable pump, which would be used to pump out cellars and cisterns. It could also be used to assist the engine in fighting a fire. During the summer of 1955 the members of the fire company built a dam in Charles Lichty's meadow, which provided an immediate water supply for that end of town. A coupling to fit the engine was also installed on the water tank at Christ's Home giving a water supply of 12,000 gallons for the protection at that end of town.

In 1956 a drive was cleared from the road to the creek at the rear of Ressler's Mill to enable the fire engine to get to the creek faster.

In 1957 two all-purpose gas masks were purchased by the company.

January 6, 1958 a tentative plan for adding a building 30' x 40' on the west side of the fire hall was voted on and passed. In March of that year the plans for the addition were approved by the state. In April of that year the building was started. The labor for the building was furnished by the members of the fire company, willing citizens of the town working at no cost for their labor. By the end of the summer the fire company had a building large enough to house two engines at a cost of around \$3500.00. At that time the company increased the insurance on the building to \$15,000 and \$1000.00 on the contents.

September 14, 1959, the company appointed a committee consisting of the chiefs and the President to look into the features that the company would want in a new engine. The committee was instructed to report back to the company for their approval. On November 18, 1959 the committee met with the trustees to explain their proposal of the new engine. After this both the committee and the trustees met with the company to get its approval. The committee gave its proposal which would be from Howe Fire Apparatus mounted on a 1960 Chevrolet truck from Shirks and the radio from RCA. The total price was \$15,119.00. This included 1000 feet of 2½-inch hose, 300 feet of 1½-inch hose, 500-gallon booster tank, and two booster reels with 150 feet of hose on each reel. After hearing the proposal, the company voted to buy the said engine. The engine was then ordered. The truck was to be sent to Howe around February 15, 1960. At that time the Fire Company had \$7000.00 on hand. In January of 1960 the annual collection drive was set up to collect toward the new engine. The new engine arrived the last week of July, 1960, and again the people of Paradise and Leaman Place showed their willingness to have an up to date fire company by enabling the

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Company to pay the entire cost of the engine — \$15,119.00.

The Paradise and Leaman Place Fire Company has a membership consisting of 50 active firemen. In the year 1961 the Company had 21 fire calls and had an average of 20 men per fire. The company now has a 1948 Chevrolet engine carrying 1100 feet of 2½-inch hose, 300 feet of 1½-inch hose, 300-gallon water tank and 150 feet of booster hose. The 1960 Chevrolet engine carries 1200 feet of 2½-inch hose, 300 feet of 1½-inch hose, 500-gallon water tank and two booster reels with 150 feet of hose each, one portable pump, two all-purpose gas masks, and raincoats, boots and helmets.

PARADISE - LEAMAN PLACE FIRE CO. OFFICERS — 1962

President — Earl N. Shaub
Vice President — Willis Mummaw
Secretary — P. Robert Parmer
Assistant Secretary — Charles Lefever
Treasurer — Kenneth Lichty
Chief — Gordon Ressler
Assistant Chiefs — Mervin Mellinger
Paul Gregg
P. Robert Parmer
Trustees — Paul M. Parmer
Elmer Miller
Jacob Musser

SHIRK'S GARAGE



On April 1, 1911, John J. Shirk opened a repair shop in Paradise under trade name of Shirk's Garage & Machine Shop. Most of the repair work of that day was on gas engines, lawn mowers, and farm machinery. About five years later, when the automobile was becoming more popular, he sold a few Ford cars for Sauder Brothers of New Holland. During World War I, and later, he started manufacturing sheaf elevators for farmers and also water wheels. Later a one man tobacco hoer to be installed on farm cultivators was built. Immediately after World War I the automobile business began to prosper, and he was appointed a dealer for Willy's Overland cars which were then sold and serviced.

In 1925 the business was outgrowing the building and facilities and expansion had to come. A new building was erected at Leaman Place that seemed to be much larger than would ever be needed. By 1928 the business had grown so very fast that the

machine shop division was dropped to devote all the time to auto sales and service. The name was changed from Shirk's Garage and Machine Shop to Shirk's Garage. The auto business was prosperous during the late 1920's. Then came the depression and sales fell.

In 1932 Mr. Shirk had the opportunity to associate with Chevrolet Motor Division of General Motors Corp. as a Chevrolet dealer in this community. The business continued to grow, and in 1939 the building was enlarged to include a body and paint shop.

After World War II again the business had outgrown the facilities, and in 1948 it was enlarged again to include a new show room, office, parts room and lubrication room to complete the building as it is today. Twelve men are now employed. The firm sells over 300 new or used cars annually.

TROLLEY CARS

The first streets cars came to Lancaster in 1874 where they laid the line from West End Avenue to Millersville. These cars were drawn by horses which were quite an improvement in transportation from the stage coach. This proved very successful and in the next few years a line was laid to the Conestoga. As the years passed there were continued improvements in the trolley cars and the next big step was the electrical car. When the electrical cars took over from the horse drawn cars there was a great era of expansion. First the expansion reached all parts of the city, and then started to branch out into the county.

The trolley line through our area came into the picture about 1905 or 1906. The line followed the south side of the highway from Lancaster to Paradise. As the trolley approached the Pennsylvania Railroad at Leaman Place Bridge, they made a short turn, this peculiar condition there required a difficult feat of engineering. The transverse crossing of the turnpike by the constructives of the Railmen in a deep cut was made more than seventy years ago and very soon afterwards it was the scene of many tragic accidents. Some years later this bridge was changed to its present location and then the trolley passed over the bridge in the middle of the highway.



From Leaman Place to Williamstown, which is now Vintage, the trolley continued on the south side of the highway. From there it left the highway and secured its right of way through the fields, continuing on this course till it came back onto the highway, just west of "White Chimneys" and from there followed the main highway into Gap.

As the years continued to pass the trolley gave way to the automobile and finally in the year 1935 they were discontinued and the busses (CTC) took their place and are continuing to serve the community.

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BY

MRS. ELLEN B. MILLEY

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**"If you stop to think,
You'll think to stop at Milley's Service Station"**



The residents of Paradise Township have noted this motto and have found it to be typical of the wit of the proprietor of the very successful Esso gas station located near the center of the town. The late proprietor, Robert B. Milley, operated this business for twenty-eight years until his death in May of 1962.

The business location was originally the I.O.O.F. Hall. Mr. Milley operated his service station and, for a time, his Happy Cooking gas business in the first floor of this building. In 1947, due to the poor condition of the old building, Mr. Milley had it torn down, and a new, two story concrete block building was erected.

New departments were added in addition to the service station when he entered this building. A variety of dry goods was stocked and a sporting goods shop was opened, specializing in fishing equipment.

For several seasons contests were held in the spring, where items of fishing equipment were awarded as prizes. The prizes were awarded on the eve of trout season's opening.

Many youths of the town remember "Bob" Milley as their first employer. The school authorities often comment on the fact that Bob had that certain something required to set what could have been a delinquent on the proper path.

Among the many civic services Bob provided was the sponsoring of softball teams that played in the various leagues throughout the county.

PEQUEA LODGE NO. 161 I.O.O.F.

This lodge was instituted Feb. 1846 in Soudersburg with the following officers: William Michael, N.G.; Samuel Midler, V.G.; John LeFevre, A.S.; Joseph Graybill, Treas. The meetings were later moved to Mr. Amos Witmer's store. This group met on Saturday evenings of each week in a room over the store. In 1833 its membership was 61, and its treasury had about \$3000. The officers in 1883 were: H. S. Kendig, N.G.; Elmer Hiker, V.G.; D. W. Edwards, Sec.; Howard Miller, Asst. Sec'y.; W. C. Frew, Treas.

Other lodges known to exist in the area were the Red Men; Maccabeas; Knights of Phythias; Paradise Castle, No. 143, Mystic Chain; and Tanawa Tribe I.O.R.M. Many of these lodges had their own health and death benefits. Few members are found today.

C. PARKE LICHTY HOME

That many of the houses in the town have interesting stories to tell if one were to check deeds and transfers of property is evident by a study of the C. Parke Lichty dwelling made by his daughter Mrs. Paul Martin. This stucco dwelling located across the road from Diffie's Tavern has been the home of Mr. Lichty since 1913 when he purchased it from John S. Witmer and Anne W. Stone for \$1100.

These two people had taken possession of the 32 perches and dwelling by buying it from the estate of Adam K. Witmer in 1892 for a sum of \$1000. When Mr. A. K. Witmer owned the property the total amount of land was one acre and seventy-five perches. The frontage then was 160 feet instead of 51. Adam K. was a merchant, but how he used this building is uncertain; his own home was located immediately to the west. The price he paid was \$1650.

Mr. A. K. Witmer had purchased the building in 1848 from Archibald Warren, a blacksmith. Mr. Warren had purchased the land in 1842 from Robert Taggart, who was also a blacksmith, for \$1700. Taggart had owned the property from 1832. The land was then 3 acres with 292 front feet. The deed at this point specifically states the fact that the blacksmith shop was there.

It was logical for a blacksmith place to be erected at this point because of the many taverns nearby. That house that served Adam K. Witmer as a home had once been Patrick McGuigan's tavern. The money exchanged this time was \$1659.

Taggerts had purchased the building from the Benjamin Verner estate. Mr. Verner had been a yeoman and had owned the land from 1811. The exchange was in terms of 800 pounds of gold and silver.

The previous owner had been Abraham Fierree who was a wagon maker. It seems likely that it was Abraham who erected the first building. The purchase price paid by Abraham in 1800 to the former owner was seventy-five pounds in gold and silver.

Abraham, had purchased from Joseph Lefever who had inherited it from his father, Samuel Lefever, a miller and the grandson of Mary Ferree. At this time the total amount of acreage was 692 acres.

It is believed from studying an old oven that was part of the dwelling that this building may have been also served as a bakery.

The thickness of the walls is also very interesting. One wall equals about three walls the thickness of today.





THE VILLAGE OF LEAMAN PLACE

Leaman Place became a post town after the Lancaster and Philadelphia Turnpike was built. It is believed that William Reynolds built the first tavern along this road. According to Jacob Hiltzheimer's (a member of the State Assembly) diary: "1796, November 27. At Reynell's (Reynold's) we dined." According to late Judge Charles I. Landis, before the turnpike was built, William Reynolds kept a tavern north of it in a stone residence now inhabited by Elmer Hershey. This road was believed to be connected to the Newport Pike and to the Conestoga Road at Strasburg. This William Reynolds was married to Catherine Lefevre, granddaughter of Isaac and Catharine Fierree. Their son John was editor of the Lancaster Journal. John's sons were: Admiral William Reynolds U.S.N. who served as Acting Secretary of the Navy in 1873 and 1874, General John F. Reynolds, who graduated from West Point in 1841, led the advance of the Union Army at Gettysburg and there lost his life on July 1, 1863.

William Reynolds died in 1801 and is buried in Carpenter's Cemetery. The property in Leaman Place was sold to Christian Leaman in 1802. Robert Brooke in his survey of 1806 called it the "Sign of the Indian King" but there is an old sign in the attic which states "The Practical Farmer" 1813. This property later was owned by Henry Leaman, Dr. Henry Leaman and Miss Mary W. Leaman who owns it today.



From this family are descended several professional men. Rev. John Leaman who built Summer Hill, the present home for retired ministers, was a son of Christian Leaman. He was the father of Dr. Brainerd Leaman and the grandfather of Dr. Walter J. Leaman. Dr. Brainerd Leaman built the present apartment house east of the railroad bridge where he and his son practiced medicine. He was a prominent railroad physician. His son Walter continued the practice from 1900 to his death in the late 1940's.

Henry Leaman, another son of Christian Leaman, had several sons of note: Henry and Rosh, eminent physicians in Philadelphia; William, an intellectual personage of his generation at the Lancaster Bar; and Charles, a Presbyterian missionary in China. Miss Lucy and Mary Leaman, now living at the homestead are daughters of Charles. They returned from China at the outbreak of World War II. Mary W., daughter of Dr. Henry, lives here also.

LEAMAN PLACE RAILROAD STATION

by Mrs. Laura Lundgren

The village of Leaman Place owes its development to the location of the Columbia and Philadelphia Railroad, the vision of Henry Leaman and the enterprising courage of Adam Witmer. The railroad, which was state owned and built, passed near the home of Henry Leaman, who built a hotel near the tracks. This hotel at first served as a place for passengers to wait for a train and ticket office. Adam Witmer built a siding to his place of business in Paradise, and his cars were labeled, "WITMER-PARADISE." These cars were drawn to Paradise by a team of horses as were many of the railroad cars in the early days.

In the Lancaster Journal of June 28, 1933, I find this bit of news:

"A quantity of rails for the Pennsylvania railroad have been transported from Philadelphia to Columbia by way of Schuylkill, Union and Pennsylvania Canals, and are being distributed along the line in the vicinity of the city."

Jan. 10, 1834—"Should it be for both horses and locomotives?"

In the Lancaster Journal of April 4, 1834, we find this item of interesting news: "Railroad cars are now running upon the railroad from this city to Columbia and are expected to run to Philadelphia by the middle of next month."



In the same newspaper under date of Friday, May 16, 1834, we find this: "One tract of the Columbia and Philadelphia Railway is now getting fully under way with passenger cars and a number of burden cars are in a state of forwardness and will be on the road in a few days."

On June 13, 1834, we find advertised passengers and freight to be delivered at Philadelphia or Columbia or any immediate point on the Columbia and Philadelphia Railway.

Thus we review the growing pains of one of the "Immediate points," Leaman Place. Since this was now a place to take passage for points east or west as well as to ship and receive goods, a store came into being. This store was built and operated by E. Herr Esbenshade, and this place was also a U. S. Post Office for sending and receiving mail. At this place H. H. Rohrer found it profitable to operate a grain and feed mill because of the fine shipping facilities.

Some of the early locomotives which passed at this point were the "Lancaster" and "Columbia." The state

FROM PARADISE TO LANCASTER

Read by the editor of the "Star," before the Paradise Literary Society
Friday evening, March 7th, 1879



With eager haste on Friday last,
We closed our school and hastened past
The village inn, and Hershey's store,
Across the bridge and by the mill door,
O'er muddy roads and banks of snow,
With rapid strides we waded through,
Till, with plenty of mud without ranch style
We arrived at last at our domicile.

We swallowed our supper, remarks being few,
And hastily bidding the family adieu;
With clothes partly on and part in our pocket,
We hastened down the pike with the speed of a rocket.
With body all covered with perspiration,
We arrived at last at the railroad station,
And here we met with comrades true,
Edwards, and Ike, and Magistrate Frew.

And, as if to prevent all danger from ills,
We had Squire Eaby and the Doctor with pills.
We boarded the train and with no disaster,
We soon arrived at the town of Lancaster,
With bearded face and collarless shirt,
With necktie in pocket and boots full of dirt,
We proceeded at once without any delay,
To put ourselves in a presentable way.

Having taken a shave and blackened our boots,
And properly equiped our neck with its suit.
To Odd Fellows' Hall we wended our way,
To hear what Nicholson would have to say,
We'll draw the veil o'er what transpired,
While we within our den retired,
For which you'll excuse we for you know very well,

That Odd Fellows do not their secrets tell.
At last the lodge room doors were opened wide,
And an invitation given to all outside,
Then ladies and gents, boys, girls, all
Came crowding in and filled the hall,
The Grand Secretary spoke for over an hour,
Of the value of truth and of friendship's power:
Exhorting all to faithful prove,
And test the powerful influence of love.

At the close of the address we patiently stood,
Admiring the scene as best we could.
Till above the din the clarion tones were heard,
Of Erisman speaking the welcome word:
"Brothers, attention, down the stairs to the left, steady,
Is a welcome for all; for supper is ready."
We descended the stairs as quick as we were able,
And soon we were seated beside a rich table.

The table fairly groaned 'neath the weights of the
feast;
There were fruits from the North and luxuries from the
East;
Chickens were there and turkey—cocks too—
Roasted and broiled and cooked in a stew;
Apples and oranges, with peaches that were canned;
And pies, cakes and tarts were also on hand.
In fact, after duly considering with care,

We can think of nothing but what it was there.
But the end of all things must come at last,
Be it that of a feast or the close of a fast.
Very soon after we were compelled to quit,
Found us all at the depot possessing a ticket,
After a very short wait we soon were aboard,
Of the Atlantic Express riding swiftly homeward.

A few seats from the door to the right of the aisle.
A sleeper was cuddled up in a very small pile,
Just in front of us trying to get a short sleep,
Was a woman rolled up in a very small heap,
Palmer and Ike, with Foster as guide,
Were discussing Odd Fellowship while taking a ride.

To the rear sat the Doctor holding his jaws,
Earnestly wishing for the tooth ache to pause,
Camp, with his trunks that looked very neat,
He had carefully placed on the back of the seat.
These trunks of McKillip's claimed the Squire's
attention,
For they vainly attempted to take their dimensions.

In the midst of this problem and great agitation
The train came to a halt at Leaman Place station
And here at last our journey was ended
To our home, with the rest, our footsteps we wended.
—By an Odd Fellow.

operated railroad did not last long as the Pennsylvania Railroad purchased it on Aug. 11, 1857. This road progressed from a single tract to four tracks. In 1924 gasoline engines were used, just how extensively I was not able to determine. Then in 1936 real progress came with the electrification of the road.

In all probability the peak of the railroad was during World War I, as the personnel of the station was increased from one agent and two clerks to four clerks. Ralph E. Helm was one of the persons employed here during the war.

In the Lancaster County Directory of 1875-76 I find listed as Pennsylvania Telegraph operators, Samuel Myers and John McCormick, while Clarence Laverty is listed as agent. John Mylin was made agent in 1893 and continued for a number of years. William P. Trout was telegraph operator about this time. Mrs. Trout told me that he worked twelve hours a day, and the other operator worked the other twelve. She read me a letter in which Mr. Trout was commended for having prevented what might have been a serious accident.

The St. Louis Cardinals had played ball in Philadelphia during the 1931 Series and were entrained for St. Louis. An automobile whose driver wished to get to St. Louis to see the game to be played there was driving through Leaman Place. He failed to make the curve at the bridge over the railroad tracks. The car plunged to the railroad bed. Mr. Trout realized that the train must be stopped. As it was approaching the station he threw the switch and saved the day.

In reply to a letter to the Penna. Railroad we find that passenger service to Leaman Place was terminated in the early 1930s. Discontinuance was a result of the expanded use of the automobile and that only an occasional passenger took the train to or from Leaman Place . . . the people left the railroad before the railroad left the people!

Regarding freight service . . . carload freight is handled to and from Leaman Place on local freight trains operating daily between Parkesburg and Lancaster and express and less-carload freight is handled in highway trucks by the Pennsylvania Railroad between Leaman Place and Lancaster.

The westbound "inside" track was taken out of service on Feb. 3, 1955, and the eastbound "outside" track was removed from service May 23, 1961. May I point out, however, the removal of two of the four tracks had, or has, no effect on the service to and from Leaman Place. The passage of the steam locomotive in favor of diesel and electric motors made it possible to operate that territory with the same efficiency with less tracks.



Leaman Place Hotel

About 1834 or 1835, when the railroad was built, Christian Leaman built another tavern some distance to the west, and the old house was then used as his private residence. This tavern became known as the Leaman Place Hotel and was operated as an impor-



tant station in this area of the county, serving also the junction of the Strasburg Railroad.

Some of the earlier operators of the hotel were Anthony Lechler and George and Eli Diller. In 1884 Mr. George Newton Worst became its proprietor. In the **Business Review of 1891** this hotel was described as a three-story structure 30 x 55 feet. Besides parlor, office, etc., it contained 19 comfortably furnished sleeping apartments which were kept in perfect order. The halls were light and cheerful, and the dining room would readily seat 40 guests. It was a licensed house and the bar room was well stocked. In connection with the house was a fine livery stable with first class accommodations. Later operators were Milt Helm and Mr. Wettig until about 1925. A room was used during



the school term of 1927-1928 for that purpose with Miss Sample as teacher.

In later days the building was used as a tobacco factory. It was demolished in 1935.

LINCOLN STOPPED HERE!

From **The Daily Express**

Thursday, February 21, 1861

Article Title **Local Intelligence**

Pennsylvania Railroad Company are making very complete arrangements for the safe and pleasant conveyance of the president and suite over the road from Philadelphia to Lancaster. Flagmen will be stationed

Compliments of
DUTCH HAVEN AMISH STUFF
Home of the Shoo-Fly Pie
Soudersburg, Penna.

Compliments of
MERLE ZIMMERMAN SUPPLEE
Teacher of PIANO and ORGAN
Intercourse, Pa.
Pupil of Prof. Elmer M. Scheid
Lancaster, Pa.

THE ESBENSHADE TURKEY FARM
Paradise, Pa.

KRAMER'S GARAGE
R.D. No. 1
Kinzer, Pa.

HENRY HORST PAVING CO.
Asphalt Paving
Ronks R.D. #1
Phone OV 7-7332

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Fun for everybody
Horses for Adults Ponies for Children
Open everyday from 8:00 A.M. till Dark
Turn South at Vintage — Top of Cole Hill
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MOSES Y. BEILER
Shoe Repair Shop
Intercourse, Pa.

Compliments of
SAMUEL L. HEILBRON & SONS
Union Stock Yards
Lancaster, Pa.

along the entire road of the line within sight of each other, each provided with a red and white flag, the former to be displayed in case of any obstruction on the track.

The train will be drawn by a Lancaster built locomotive, "172", formerly called the Attila. The special train with the Presidential party will leave Philadelphia at 9:30 o'clock, and reach Lancaster at 11:57—stopping here 18 minutes, thus affording our citizens a hasty glance at the President elect.

Friday, February 22

At Leaman Place the train stopped four minutes and in response to a large and enthusiastic crowd, Mr. Lincoln appeared and said he was too unwell to say much to them. He expressed his pleasure on entering the great county of Lancaster and thanked them for their friendly greeting concluding by saying that he had merely come out to see them and let them see him "in which he thought he had the best of the bargain." To this the crowd responded "No, you haven't!"

Loud calls being made for Mrs. Lincoln, Mr. Lincoln brought her out, and said he had concluded to give them "the long and the short of it". This remark—with the disparity between the length of himself and his wife—produced a loud burst of laughter, followed by enthusiastic cheers as the train moved off toward Lancaster.

Lancaster Examiner and Herald

February 20, 1861, Wednesday

It is now certain that Mr. Lincoln will be in Lancaster on Friday next. He will arrive about noon and remain a short time, but probably long enough to make a speech to the citizens of the old guard.

February 27, 1861

At Paoli, Downingtown, Coatesville, Leaman Place and other stations large crowds had assembled to get a look at the president elect. As the train neared the city a National salute was fired from cannon stationed near the locomotive works.

THE STRASBURG RAILROAD

Founded in the year 1832, during the first term of Andrew Jackson, the Strasburg railroad has grown up



with America. In 1962 this railroad holds the distinction of being the last regularly scheduled, standard gauge steam passenger train in the United States.

The past five years have brought new prosperity to this group but under conditions quite different from former times. The loss of freight business between the Leaman Place Junction and Strasburg nearly tolled the passing of this railroad. It was due to the efforts of Henry K. Long, a railroad enthusiast of Lancaster, that a group of interested individuals organized and bought the railroad at scrap value.

Fifty shares of stock were outstanding. With the purchase of each share of stock one was guaranteed a vice presidency, and all shares were sold by the fall of 1958.

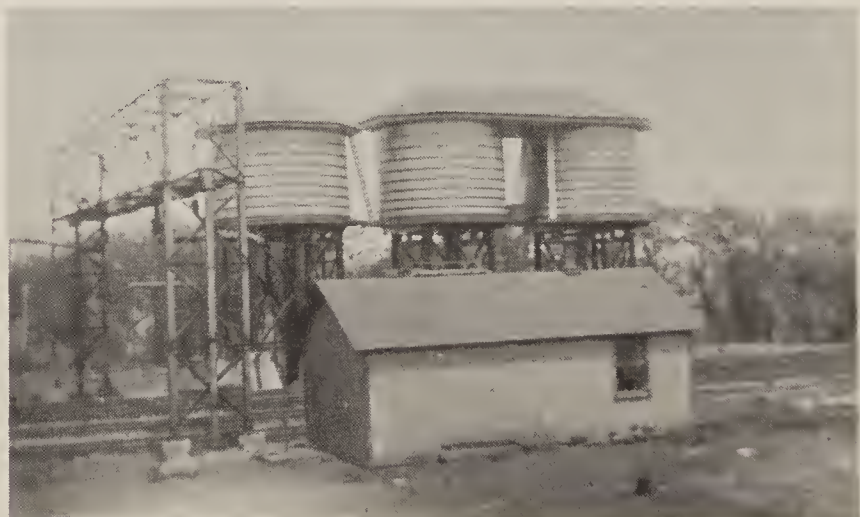
At the time of organization the railroad owned one locomotive that was in need of repair, a track that was described as in deplorable condition, and a weather-beaten boxcar that stood rusted fast to the track.

Early in 1959 the railroad ventured into the passenger business. This has developed into a thriving enterprise for all, residents and tourists alike. It was this passenger phase of the Strasburg Railroad that was utilized as the first enterprise as part of Paradise's 250th anniversary celebration.

For the months from May through October steam is used to provide power. Present facilities do not permit steam operation during the months of freezing temperatures. The cost of anti-freeze is prohibitive when one considers the size of the boiler.

The Strasburg terminal has become an interesting museum at which place one can see steam locomotives, passenger cars and freight cars from a much earlier date.

Among the many interesting tales to be told by the Strasburg railroad is the account of the arrival of Abraham Lincoln at Leaman Place on February 22, 1861. Lincoln was travelling from Philadelphia to Harrisburg enroute to his inauguration. Because of his popularity in this area it was decided that he make stops along the way and greet the people. The Strasburg railroad ran special trains to deliver people to Leaman Place. One account suggests that five thousand people were present to see and hear both Lincoln and his wife.





YOU WILL ENJOY YOUR VISIT to the Shop with Lancaster County's finest collection of handcrafts — from our own backyard and from around the world. Here you will find the beautiful and unusual in gifts.

ABOUT THE ZOOKS: Jane and Jacob Zook have gained wide-spread recognition for their knowledge of early Pennsylvania folk art, crafts and history. Pieces of their work have traveled to customers in Paris, Iran, many other foreign lands, as well as our own fifty states.

They also make available to you the work of our finest craftsmen.

THE SIGHT IS HISTORICAL: Here in Colonial times was located the Early Gun Shop of Joel Fierree, b. 1731, d. 1801. Here the famed Pennsylvania

(Kentucky) Rifle was made. This long rifle was furnished to General Washington's Armies.

Situated in the village of Paradise, the county of Lancaster, the province of Pennsylvania (½ mile west of Paradise on U. S. 30)

Takin' off for more Sealtest



Sealtest
DAIRY PRODUCTS

The fastest moving brand of Milk and Ice Cream in America

SEALTEST MILK STATION

The Leaman Place receiving station, for Sealtest foods, was founded in 1907 by Edward W. Woolman. Manning Hoeffcker was the first plant manager.

The first day's receipts were 600 lbs. of milk. The milk was transported by horse-drawn cart. The milk was emptied from the farmer's can into the Sealtest company's can and set in an ice house until cooled, then put on a railroad car with natural ice and sent into a city bottling plant.

In 1908 Sealtest built a milk plant where the present plant is situated.

In 1918 William Hoeffcker was named plant manager, and Manning Hoeffcker was fieldman.

The plant was destroyed by fire in 1937, but it was immediately rebuilt. It was again remodeled in 1949 to meet with present day needs.

Mr. William Hoeffcker retired as plant manager in 1953. Dwight Doyle was manager from 1954 to 1960.

During the fifty-four years of service to this community, Sealtest Foods has seen many changes both through equipment and in expansion of business. An average day's receipts now are one hundred and seventy-five thousand pounds of milk. Also during these fifty-four years our milk has gone into many by-products such as butter, cottage cheese and ice cream.

The present employees are: Everett M. Rapp, Manager, Jay Wenger, Richard Burkhart, Kenneth Mendenhall, Robert Parmer, Ronald Raum, and Dr. Herbert Wohnseidler, (D.V.M.), Fieldman.



GENERAL STORE

E. H. Esbenshade founded the general store in 1856 and in 1886 his son W. Ross was admitted as a partner. The stock carried consisted of a full and complete line of table and fancy dry goods, white goods, dress fabrics, ladies' and gents' furnishing goods, boots and shoes, notions, hats and caps, crockery and glassware, tinware, farm and household hardware, paints, oils, carriage robes, blankets, whips, fancy and staple groceries, canned and bottled goods, dried and evaporated fruits, cured meats, carpets, etc. The building was two and a half stories high, 18 x 45 feet. Mr. Emmanuel Esbenshade built the brick home now owned by Moses Brackbill about 1904 when he retired from the business.

Peter Leaman, (no relative of other Leaman family) purchased the store from the Esbenshades. Willis Herr later purchased and operated it until his death in 1945. During this time Jacob Kreider was employed at the store. He continued in this capacity until his retirement. Later owners were members of the Clarence Eshlemen family. The last operator before the close in 1962 was Marvin Eshlemen. The store property was closed in May of 1962 when Marvin opened a new store building at the east end of the town.



MARVIN ESHLEMAN

**Lanco Grocer Who Started At 13 Cents an Hour In 1941
Opens 10,000-Sp. Ft. Super**

When C. Marvin Eshleman started in the food business, in 1941, he was making 13 cents an hour. About a year later, he took a "Better Job" and was paid 16 cents an hour. Today, he owns a 10,000-square-foot supermarket.

Recalling his early days, Eshleman pointed out that "even my wife, Elizabeth made more money than I did. She received \$20 a week while working in Morris Trimmer's store in New Holland, Pa., before we were married."

Eshleman recently became a supermarket operator. Before he acquired his new store, on Route 30, in Paradise, Pa., he worked for his father, Clarence, in an 1800-square-foot Lanco Food Store, about a half-mile from his new market. They operated the small store for 12 years.

It was while going to school in Harrisonburg, Va., that he began his career in the food business.

"I worked part-time in a food store in the evenings and on Saturdays," Eshleman said. "While I liked the grocery business, I did not become a food retailer until later."

After he finished school and was wed, Eshleman and his wife worked on his father's farm. But during his first years, he contracted rheumatic fever and was forced to give up farm work. After spending some time in Florida to recuperate, he returned to Lancaster County and joined his father who owned a retail food store.

"When I decided to open a supermarket on this site, which is about nine miles east of Lancaster," he said, "my father offered to give me some financial assistance to make the project possible."

One of the pricing policies that is proving highly successful at this supermarket, Eshleman said, is a 2 per cent discount offer.

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— ESSO —

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We Need Them**

Compliments

of

GAP DINER

Routes 30 and 41

Open 24 hours

Seven days a week

A customer saves the cash register tapes in a special envelope provided for that purpose. When she decides to redeem the tapes, she totals the amount of the purchase registered on them, takes 2 per cent of the total on a premium.

We have a special discount redemption center in our market," Eshleman explained. It consists of a long gondola. Displayed on it are premiums, at discount prices, including electric razors, irons, tools, dishes, radios, and record players."

Features Meat

Eshleman's 32-foot meat department is a feature of the store's merchandising program.

"From my experience, and from what I have read in trade papers and learned from women customers," he said, "a homemaker considers meat the most important item on her shopping list and plans menus around it."

Eshleman purchases his meat products from Murry's Steaks, Inc., Alexandria, Va., because "this firm has a large variety of pre-packed, portion-controlled frozen meats, available to food retailers."

Displayed in his meat department are boxes, containing 4 to 12 steaks, veal cutlets or ground patties. Each piece of meat in the box is exactly the same size and weight.

"These packages of meat are popular with our customers," Eshleman said, "because each cut is individually wrapped, making meal preparation easier. The homemaker can select cuts to suit her family's appetite, and also can be assured her dinner guests will receive the same size and quality cut of meat. Because the waste has been eliminated and control are easier."

The one-story supermarket has a full basement for storage. There are two checkouts. Parking is provided at the front and alongside the building, for 150 cars.

As you enter the store, along the right wall are a 60 x 16-foot hardware department. Across the aisle is a 50-foot gondola on which are displayed soups, toys, baby food and baby needs.

In the rear section of the market are located a 30 x 20-foot shoe department and a 20 x 20-foot manager's office. There is also a 30-foot bulk sales department directly in front of the stockrooms.

Along the left wall is the meat department, an 8-foot delicatessen case, 16 feet of dairy cases and 16 feet of ice cream cabinets.

Directly opposite are 32 feet of frozen food cases and 29 feet of refrigerated and dry produce cases. Backing on these cases are gondolas, containing grocery items.

Across the front section of the store is a 40-foot baked goods display, equipped with gold shelving. Opposite it, is a 32-foot drug section.

Four 50-foot long gondolas are located in the center of the market.

Graham Perley, sales representative for Bally Case and Cooler, Inc., directed the installation of the refrigerated equipment. Shelving was supplied by Airway Corp., Schiller Park, Ill.

Has Special Truck

Because his market is located in an area inhabited by the Amish people, who have little or no transportation, Eshleman has a truck 25 feet long, 8 feet wide and 80 inches high, which travels the area.

"Leaman Place Store at Your Door" is printed on its sides. It is equipped with shelves, refrigerated cases and a cash register.

The women go into the truck and select such items as meat, groceries, frozen foods, ice cream, candy and soft drinks. The truck has a special generator for the refrigerated equipment.

"We also do a big case-lot business," Eshleman said. "The customer orders one week and we deliver it the next trip around."

To promote his grand opening, held May 24th to 26th, Eshleman used a full-page color advertisement in the Lancaster New Era, The Intelligencer, and the Coatesville Record. He also used commercials on a local radio station.

A "Treasure chest" was featured at his opening and each holder of a key that would open the chest received one of the 500 prizes. A Presto electric frying pan was the prize given to the person who could guess the correct number of peanuts in a 50-pound Baby Ruth Peanut bar displayed in the new market.

Eshleman is a Mennonite pastor and has two congregations. Mrs. Eshleman does bookkeeping for the store. They have four children: Robert, 15; Lean, 13; Betty Marie, 11; and Nelson, 5.

Eshleman's former store is located in a two-story building. The Eshlemans use one section of the building as their residence.

—Taken From—

FOOD TRADE NEWS

June 13, 1962

THE FRANTZ HOUSE

A style of architecture found in many of the farm houses is exhibited in the accompanying picture. This house is located on the Christian L. Kauffman farm, just east of the Paradise elementary school playground.

Built in 1845 by Jacob Frantz, it has since been owned by John Mellinger, Esaias Denlinger, Benjamin Brackbill and the present owner Mr. Kauffman.

This picture was taken on December 19, 1926 at which time Esaias Denlinger and his wife Mary were celebrating their 50th wedding anniversary.



Compliments
of
A FRIEND

Compliments of
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Coal and General Hauling
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FRANK H. HOOVER
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Dealer in Pittsburgh Paints and Supplies
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The Finest in Music
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The Best in Service
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FRANTZ CEMETERY

This was laid out about 1815 on land donated by Jacob Frantz and John Denlinger. This triangular shaped resting place is located on the north side of the highway along the Intercourse-Bellemont road. A school-house originally stood on these grounds and its old walls form a part of the inclosure. The first person buried in this cemetery was Maria Frantz in the year 1816.



OIL THRILL

In the year 1918 the residents of this small area became quite excited when the people who lived in the house next to Shirk's garage discovered an oily substance in their water. The news spread like wildfire and many men became excited. One could place this substance in a lamp and light it successfully. Next the Farmers Oil Company, Inc., was formed. Stock certificates indicate that it had a capital of \$500,000. This company was incorporated in 1918 in Delaware. H. O. Hartzell was the president of the company that established an oil derrick and other typical buildings. Other men in the community interested in this project were Benjamin Hershey and Jacob Landis. The derrick was erected directly behind the site of the present Shirk's Garage. After much drilling, the project was abandoned. The corporation remained in existence and moved to two other areas outside the township and drilled at spots that seemed likely. Several of the residents today have shares of stock. The problem was that the stock never brought the fabulous dividends expected at the outset.

It may be of interest to note that four families now use this well as a source of drinking water.

PARMER'S STORE

Situated just east of the present Paraside Elementary School is a building that holds fond memories for many of the youth of the area. Parmer's, while small in size, has made a mark on the population of the mid twentieth century as much as the toll gate near by it did on the people living there at the turn of the century.

This small building the store now occupies was once the home for a group of Slavic people who entered the area in the days of railroad building.

It became a small grocery store in 1925, under the ownership of Paul Parmer. He, his wife, Violet, and his mother, known to many as "Grammy" Parmer, operated the store. Paul M. Parmer also had rural routes, travelling around the township selling groceries and even oysters while in season. Many residents are able to recall the 1925 Chevrolet grocery truck that became part of a legend. A huckster always sold fruits, vegetables, fish and oysters.

The days of local routes are gone as are the days when the students from the township high school ran down to Parmer's for the "special" of the day for fifteen cents or the soup and sandwich for twenty cents. Mrs. Violet Parmer, at that time, filled the role of cook and dietician for the youth who wanted a warm meal for lunch. For those who wished a "cold" meal, nothing could top the milk shakes that were sold for fifteen cents.

That the young males of the town considered this an important part of their hometown life was quite evident during World War II. Many were the bits of correspondence that found their way to "P. M. P's." As they returned, veterans brought with them relics and souvenirs that were given places of prominence on shelves in the front of the store. A local service man on leave felt it necessary to make this one stop on his schedule. Here he could find information about other service men from his home town. Here, also, he could enjoy a time with P. M. P.

The store, as it is operating in 1962, no longer has a lunch program; this business gave way to a cafeteria that was built when the school was converted from a secondary to an elementary building. The magazine and comic book business, once an important division, is gone, too.

The features that are outstanding are the fact that the store is open late at night (usually until 3:00 a.m.) and that the store is open for Sunday business. Mention must be made here that Mr. Parmer and his family open their store for business only after they attend Sunday School and Church at the United Brethren Church.



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BARBER SHOPS

Through the years a number of people have served as tonsorial artists in the village of Paradise. The Kneip family, Peter and his son, Eugene, and Al Brinkman are only a few of the names that one finds in the records. There were days when trimming beards was as much a part of the world of men's grooming as the hair cut. There were days, too, when each man had his own shaving mug placed in the shop of the barber of his choice. Such was the case of the barber shop pictured here. This is a photo taken in the shop of the Benner family. The present operator, Harry Benner,



has been in operation for twenty years, succeeding his father, who cut hair and trimmed beards for thirty-nine years. The barber in this picture is Harry's father, Harry W., and the man on the chair is Harry's grandfather, Amos Benner. Amos was one of the men from the area who served the Union in the Civil War.

The other barber in the town operates in the small frame structure between the two large brick Witmer buildings. The Amos Sweigart family who successfully practice in Soudersburg opened a branch shop in this building when Al Brinkman retired. This shop is now under the direction of Ronald Sweigart.

BLACKSMITH SHOP

Abram Souders had a blacksmith shop on the northeast corner of the present Lincoln Highway and the road to Intercourse. This business was established in 1891. Mr. Souders repaired vehicles and shod horses so as to prevent interference and to preserve the hoof. The shop occupied 16 x 25 feet. He later moved his business to the property west of the old brick school now occupied by David Schrock.

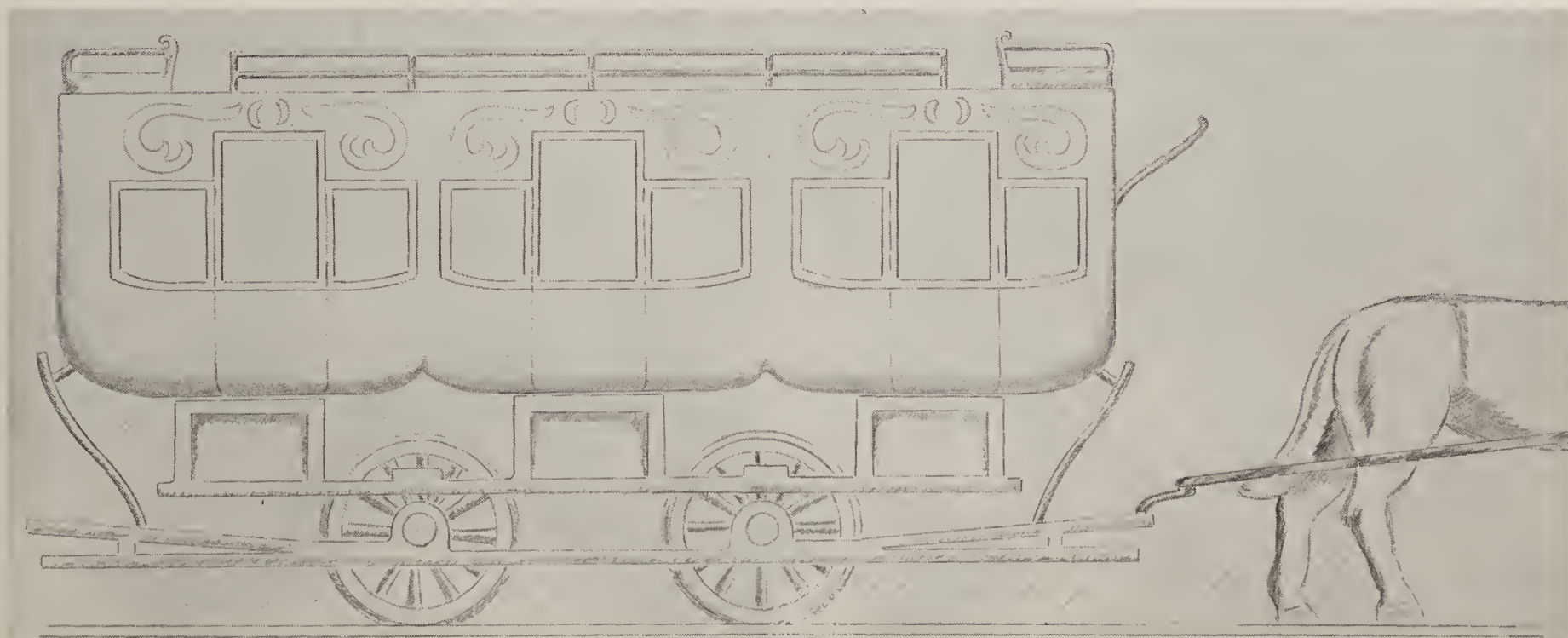
J. C. Edwards operated a blacksmith shop on the property of Silas K. Eshleman, located on the northwest corner opposite that of Souders'. In 1891 the operator attended to all kinds of blacksmith work, repairing wagons and painting and trimming. The blacksmith shop was 20 x 20 feet with a second story showroom, large painting and trimming department and wagon shed. This building burned several years later,



In the early 1900's E. Kreider, organist at Leacock Church, was a music teacher.

In the **Business Review** we find that H. H. Rohrer founded a business in 1858. Mr. Rohrer dealt in grain and mill feed of all kinds, also straw, hay, fertilizers, etc. This mill was in a one story brick buiding 30 x 45 feet. Being along the Pennsylvania Railroad's main switch adjoining the freight house, he enjoyed the best of facilities for receiving his stock. One team was kept and a thriving business transacted. Mr. Rohrer was a reliable business man, a Justice of the Peace and Deputy Coroner of Lancaster County.

HORSE-DRAWN RAILWAY CAR





WILLIAMSTOWN OR VINTAGE

by Mrs. William Kinzer

Around the 50th milestone in the north central part of Paradise township, lies the flourishing little village of Williamstown, so named in honor of Amos Williams who kept the pioneer store at that point. This village was erected on what was a tract of 1,000 acres which Matthias Slaymaker purchased from the London Company in 1710 and was known as the 'London Lands'. His log cabin built at that time still stands a short distance to the north, on the Harristown Road. This store was the first building in the village and later owners were Eli Rutter up to 1875, Benjamin Brackbill 1875 on, Henry P. Brackbill 1885, Ezra L. Denlinger 1925, Aldus M. Burkholder March 8, 1946.

A short distance west of an intersecting road running by Eckert's Forge, on the north side of the turnpike, was erected the second building, a tavern owned by Samuel Henkle and known as the "Sign of the White Horse". It was originally log and stone, but it



is now weatherboarded and its former appearance is thereby so changed that it looks like a frame structure. Later owners of this tavern were Jacob A. Bair, John I. Kurtz, April 1902, and John G. Scotten, December 15, 1931. It is at present operated by his widow Laura A. Scotten. This tavern was for a number of years the starting point of many a delightful fox hunt for the riders of the community. Jacob Bair also kept horses for running races at several local tracks and used to train them on the then dirt road leading from Williamstown to Kinzers.

To the south of the tavern, along the London Lane Road, was erected the third building in this village, the residence of John M. Slaymaker. It was built in 1802 and remained in the Slaymaker name for a great many years, just recently passing out of their possession.

At one time a trolley line from Lancaster to Coatesville ran through Williamstown where there was also a Rotary Station. This line was started in 1906 and discontinued in 1933. Just north of this station, which is now a private home, is a hilltop from which, with a strong glass and vivid imagination, on a clear day, one can see "the whole thing" from Compass to Swatara, having glimpses of Chester, Berks, Lebanon, Dauphin and York counties and overlooking half of Lancaster County.

In 1876 a one room school was built which continued in use for approximately 79 years, closing its doors in 1955 to give way to the new consolidated Pequea Valley High School.

When a post office was brought to Williamstown, shortly after 1909, the name (unfortunately) was changed to Vintage, because of a similar post office in the state. It was housed in the general store and had a succession of Postmasters and locations—Henry P. Brackbill, Walter Nissley, J. Ira Ranck and Mrs. Ralph Kurtz.

Today 'Vintage' is a thriving little village with gas stations, restaurants, sales barn, and a myriad of activities.

As one travels along Route 30 heading east these businesses are visible: the tailershop of Walter Siderio, the Miller Greenhouse, the milk delivery industry established by the late Don Herr, the produce, poultry



and egg business established by Ralph Kurtz, the Dutch Town and Country Inn (the successor to the widely known Sun Dial), the Sunoco Service Station operated by Paul Gregg, the taxidermy shop of Roy Patton, the Secunda Service Station that sells Esso products, the Atlantic Gas Station operated by the Trouts, the lumber industry operated by Muscovic, the restaurant operated by Ralph Bair, the Burkholder general store, the Carl Ranck Greenhouses and the Vintage Livestock Auction.

The 50th milestone, placed here when the Lancaster and Philadelphia turnpike passed through in the late eighteenth century still stands as a monument to the days when Williamstown was the center of the township. This town had served as the location of voting booths in the days when the land was part of Strasburg Township. It is also a monument to the years when the Turnpike was known as the Lancaster and Williamstown turnpike.

It should be noted that while no church was built in the town, an attempt was made to develop the religious aspect of the lives of the citizens. For many years the McIlvaine and Bowers families led the group by conducting Sunday School classes in the school building. This building is located between the Ralph Kurtz industry and the Sunoco Service Station. It has been converted to a home that is owned by Ralph Kurtz.

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WILLIAMSTOWN GENERAL STORE

WILLIAMSTOWN TURNPIKE R. C. D.

(The following information was obtained directly from the minutes of the Lancaster and Williamstown Turnpike Meetings)

By an act of the Legislature of the Commonwealth of Pennsylvania passed on April 11, 1866 the managers of the Philadelphia and Lancaster Turnpike were authorized to make sale of the road in such sections as they thought proper. One section of this, commencing at the eastern boundary of the city of Lancaster and running to a point where the Newport Road crosses the Turnpike, was sold to Henry G. Long, William P. Britton and John C. Hager, all citizens of Lancaster County.

It was this section that was then known as the Lancaster and Williamstown Turnpike. The capital stock of the corporation consisted of five hundred shares, each share priced at twenty five dollars. The officers elected were Honorable H. G. Long as President, Honorable Ferree Brinton, William P. Brinton, John C. Hager, George L. Buckwalter and G. Duffield Slaymaker as managers, and J. M. Long as Treasurer.

The Charter for this group was filed in the Prothonetary's office on January 20, 1873. The prothonetary at

the time of this transaction was William M. Slaymaker,

The person who served as treasurer was also expected to serve as secretary and was paid an annual salary of \$150. This salary remained unchanged until 1912 when it was raised to \$250. The responsibility of upkeep for the road was then divided among the managers. The section located in Paradise Township was supervised by G. Duffield Slaymaker and Judge Brinton. Dividends were first declared on May 5, 1873, at which time each share holder received \$1.00. The amount of the dividend varied through the years, but the business was successful.

The road was inspected periodically by the Board of Directors. These inspection tours came to be called Tally-ho tours. Those citizens who lived along the turnpike responded to these inspection tours by taking great pains to beautify homes, lawns, taverns and all nearby areas. They took extreme pride in the community through which the road passed.

Gate keepers on the pike were paid three dollars and fifty cents for each return semi-monthly. Gate No. 1, situated on the east end of Witmer's Bridge across the Conestoga, brought with it wages of fifteen dollars semi-monthly.

On Monday, November 2, 1874, a motion was passed by the Board to erect a toll-gate between Para-



ROSEY'S AUTO GRAVEYARD ON LINCOLN HIGHWAY AT VINTAGE, PA.



dise and Leaman Place near the railroad. On March 11, 1875, G. K. Slaymaker, George Buckwalter and Jacob M. Long were appointed to make a contract with John Hoover for the building of the toll house and cistern. The contract was drawn up and signed for \$590 to be finished by May 1. Apparently John Hoover also became the gate keeper. This building is still inhabited today. It is located on the north side of Route 30, the second house west of the railroad bridge.

At a special meeting of the stockholders on February 20, 1879 the stockholders initiated plans to abandon the road east of Williamstown. The road's care for this section was then placed in the hands of Paradise and Salisbury townships.

In the minutes of February 6, 1882, one finds questions raised as to the right of the Western Union Telegraph Company to erect their poles along the turnpike.

The minutes of a special meeting held in 1883 record the awarding of a contract to Joseph Aiken for the erection of a bridge over London Run. The entire cost for the building of the bridge was \$760.

In the year 1884 on July 4 a fire occurred at this bridge, but it was extinguished by Mrs. Henry Hoover. For this service Mr. Emanuel Keller moved that the Company donate her \$10. This met with opposition by Mr. Samuel Reynolds and as a result Mrs. Hoover received only \$5.

This bridge was again repaired in 1901. In 1914 we find record of oil and fine stone being applied to allay the dust. In May 1916 George Souders was awarded the contract to rebuild the turnpike and apply asphalt and chips on a 14-foot width. Mr. I. N. Diller was also employed as superintendent of work and repairs.

In August 1916 The Lincoln Highway Association was paid for painting their signs on poles.

Tolls in 1916 were:

Every horse and rider	3 cents per mile
Every two-wheeled vehicle with horse	6 cents per mile
Every two-wheeled vehicle with two horses	12 cents per mile
Every two-wheeled vehicle with four horses	20 cents per mile
Passenger automobile carrying seven persons or less	12 cents per 5 miles
Or for length of entire road	25 cents per 12 miles
Traction engines with cleats	\$1 per mile
with smooth wheels	25 cents per mile

In January 1918 Lancaster Auto Association recommended the Road Company erect a sign 2' x 3' with the words "Sharp Curve — Bridge Run Slow". This sign was illuminated with two electric lights and placed at the bridge over the Pennsylvania Railroad.

In February 1918 an offer was received from the state to purchase the turnpike for \$90,000. The company dissolved and stock holders were awarded \$160 per share. The president at the time of dissolution was J. Howard Wickersham.

Saturday May 4, 1918 all real and personal property, including the five toll gates, were sold. The two located in Paradise Township were listed as follows:

Toll Gate Four

One and one-half story frame dwelling house and lot and ground in the village of Leaman Place, Paradise Township, containing in front, on the north side of the turnpike road, about 40 feet and extending northward of that about 45 feet.



Toll Gate Five

One and one-half story frame dwelling house in Paradise Township, adjoining lands of Esaias Denlinger. This dwelling must be removed from the right of way of the turnpike on or before May 15, 1918.

In June, 1918 the stockholders were awarded an additional \$16.75 per share, dissolving the firm.



Gate Keepers of the Turnpike

By examining the minutes of the meetings of the Lancaster and Williamstown Turnpike the following names were recorded as toll gate keepers.

Toll Gate 5—(Near the present Milton Esbenshade home)

Samuel Mitchell
Benjamin T. Phenneger
John Miller
George W. Rineer
Samuel Ressler (murdered July 1, 1904)
C. S. Keene
Mrs. Lavinia Crawford
Mrs. Lavinia Cochran



LEAMAN PLACE STORE

SINCE 1860



Toll Gate 4—(Second house west of railroad bridge on north side of highway)

George M. Smoker
Adam R. Stambaugh
Jacob Redman
H. C. Redman
George W. Rice
John M. Phenneger
Jesse Brame
A. M. Graeff
Joseph Schmidt
Jesse Brame
Robert Frazer
Charles Schwebel*
The Porter family

* In 1910 he was also paid 17½¢ per hour to work on the road, making necessary repairs.

TURNPIKE MURDER

After 1873 when the Williamstown section of the turnpike was in existence, a larger number of toll gates were constructed and placed in operation. Two of these were in the Paradise area. The one was located at the eastern end of Leaman Place near the present position of the Wenger-Esbenshade homes. Mr. and Mrs. Samuel Ressler collected the tolls here.

On July 1, 1904 two robbers appeared at the gates, apparently to pay their toll. Mr. Ressler came to collect and was shot by these men. Mrs. Ressler, who was resting inside, crawled through a rear window of the house and ran to Souders' Blacksmith Shop, which was located next door, for help. Mr. Earl Souders' rode his horse to George Trout's store in Cottage Row for help, but when they returned, the place had been searched and the robbers had gone. Approximately one dollar was stolen from the toll box. A razor, which was later found at Jake Eaby's farm, where these men stayed overnight, was traced and found to be the property of Mr. Ressler. It is to be noted that Eaby's did not know of the murder. They thought these men to be tramps and provided them lodging.

The bullet passed through the body of Mr. Ressler and was found in the rain barrel located in front of the house. The robbers were caught and brought to Lancaster for trial where they were eventually hanged. A large number of residents of the area attended the hanging, and some returned with souvenirs of the rope used in the execution.

TAILOR SHOP

One of the industries of Vintage in 1962 is the establishment known as Siderio's. Mr. Walter L. Siderio operates a man's custom clothing shop.

The shop began in the year 1944 in the basement of the owner's home. In 1945 Mr. Siderio opened a store at Prince and Orange Streets in Lancaster. He erected the present building at Vintage in the year 1949. They are operating from this building today.

Most of the clientele are business and professional men whose homes are located in Virginia, Maryland and Penna.

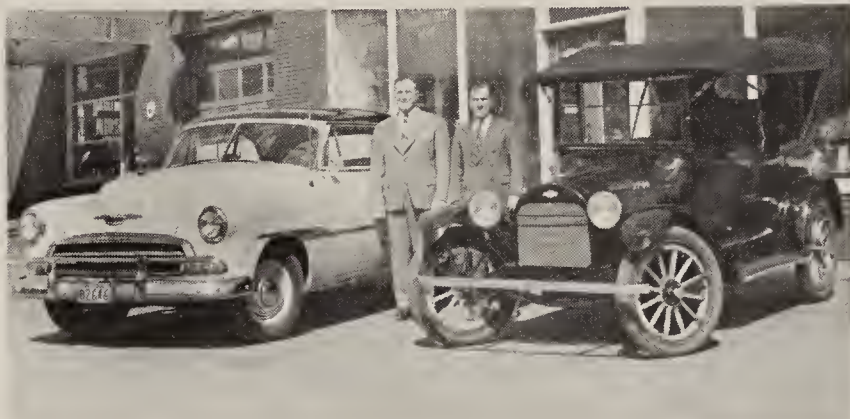
Mr. Siderio began serving an apprenticeship under his father at the age of ten. His entry into the Men's custom clothing business marked the third generation of Siderios to be so involved.

The cutting and pattern-making phase of the trade had been taught him by his brother. In the year 1938

the Siderio brothers became partners in business and located in Philadelphia.

This business dissolved during World War II due to a lack of materials.

Mr. and Mrs. Siderio have been living in Paradise Township since 1939.



A hobby of his is the collecting of cars that are classified as antiques. The accompanying picture shows Mr. Siderio on the left and David L. Shirk of Shirk's Garage taken a few years ago. They were making contrasts of old and new at that time.

N. M. WOODS ESTATE

On October 4, 1838, John Denlinger and wife conveyed the land on which the present home for retired Presbyterian ministers now stands to Rev. John Leaman. It was Rev. Leaman who erected the house. At the time he purchased it John Leaman practiced medicine in the building; it was later that he decided to become a clergyman in the Presbyterian church. This man later became a professor of physiology at Lafayette College.

The imposing manor house was modeled after a mansion Mr. Leaman saw along the Hudson River while he was on his wedding trip.

Dr. John Leaman was the father of Dr. Brainerd Leaman and the grandfather of Dr. Walter J. Leaman.

On March 25, 1851, Rev. Mr. Leaman and his wife sold the property to Nathaniel Ellmaker, late of the Lancaster Bar, who, in turn, on April 1, 1956, conveyed it to Thomas S. Woods.

Thomas S. Woods then conveyed it to N. Milton Woods, his son. This name appears on the stone pillar at the entrance. The other name, appearing on the opposite pillar, refers to a private school that was operated there in the early years of the building. This school was named "Summer Hill."





KINZERS

As one travels west and enters one area known as Paradise Township, the first housing concentration to be met is Kinzers. As of May, 1962 there were sixty-three houses.

The town's name was provided by Harry Kinzer who, in 1834, built a hotel for the accommodation of railroad workmen — about ten years afterward the building was burned. He then built a stone structure which was later removed in favor of a large brick building which is now operated by George Fisher as a hotel and a Dutch Gift Shop.

In 1891 the **Business Review of Lancaster County** described this hotel thus:

"The hotel is a large three-story building 100 x 60 feet in dimensions, and is admirably furnished. There are thirty large sleeping apartments which are well furnished. The corridors are light and the dining room will seat from 60 to 100 guests. The cuisine is of the highest order and the tables are at all times laden with the best that the market affords. Both permanent and transient boarders are accommodated. It is a licensed house and contains a bar well stocked with the choicest foreign and domestic wines, liquors and cigars. Six assistants are employed and no pains are spared in making guests comfortable. In connection with the hotel are tabling accommodations for 12 to 15 head of horses. Mr. E. Passmore, the proprietor is a practical and experienced hotel keeper, having been engaged in the business for 25 years. He is also ticket agent for the P.R.R. office which is located in the hotel."

Early in the 1900's the railroad built a separate building for the ticket office and waiting rooms.

One section of this building served as a barber shop for several men. These included John Burns, Howard Mickey and Elmer Fiester, Elmer, the last to practice his trade here, was forced to close his shop in 1942 when he was inducted into the armed forces. He opened a shop in Lancaster after his return.



KINZER POST OFFICE

Records indicate the Post Office was established in the store that was housed in the Feed Mill and Warehouse that burned January 14, 1937. For some time it was in the Kinzer Hotel and previous to 1890 it was moved into what is now the General Store of Mrs. William E. Rutter. In 1912 it was moved across the street to the Hardware and Implement Store and in



1922 it was moved back to the Rutter store. In 1925 it was moved to a room that was built on the side of the Harlan Stauffer house. In December, 1933, the office was again moved to the store of William E. Rutter and remained there until March 1, 1960 when it was moved to the present location.

Rural Route service prompted the closing of many small post offices. The following offices that were fourth class were closed and the area is now served by the Rural Route from this office.

Salisbury Post Office, located at Springville, which was the second oldest fourth class office in the state, was closed December 26, 1926.

During the year 1904 the three post offices at Ledger, (Spring Garden) Buyerstown, and Vita (Cat Tail) were closed.

The first Postmaster of Kinzer was Henry Kinzer. He was appointed on October 12, 1843. Succeeding him as Postmaster, in the order of their appointment, were: Christian Umble, Joseph P. McClellan, John W. Rambo, Robert Tagert, Robert J. Houston, Edwin Hopton, Henry S. Rutter, John S. Smith, John M. Eckert, Joseph S. Aiken, Enoch Passmore, Mrs. Mary S. Aiken, John S. Hershey, John C. Godshalk, George A. Phenneger, John Hocking, William E. Rutter, Harlan Stauffer, William E. Rutter, Morris Abram Trout, Christian G. Hershey (Acting)*, and Morris Abram Trout (who is present Postmaster).

* Christian G. Hershey was Acting Postmaster during the time Morris Abram Trout was in the Military service.

July 1, 1929 the office changed from Fourth Class to Third Class Presidential.

HARDWARE BUSINESS FROM 1891 TO 1962

The hardware store was first located at the present Elam Eshleman property. It was built by John and Hettie Horning in the year 1891 and operated by them until 1903.

In 1903 the business was bought by Harlan Stauffer who operated the hardware business until 1920. He bought the present Harold Stauffer residence, built in 1885, and the Lewis K. Bair residence, built in 1886. At that time the latter building was used as an implement store by Henry Musser and John Horning. This building had every modern convenience for the time, including an elevator running from cellar to top of the building. The stock included hardware, painter supplies, stoves and ranges, fertilizers, cutlery, wire cloth

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Kinzers, Pa.



for screen doors, chains and farm implements. These men were agents for Oline Spring Harrow and Triumph Harvesting Machinery.

In the year 1909 Harlan Stauffer sold the implement store building to Edwin K. Bair who changed the building into a dwelling house. The rear part of the building was moved farther north on the property, and it was then used as a blacksmith shop. Mr. Stauffer moved the implement stock to the building he built on the present Harold Stauffer property. This is now used as a plumbing and heating shop. He conducted the hardware and implement business from a hardware store at the present Elam Eshleman property.

From 1911 to 1913 this business was operated as a partnership by Harlan Stauffer and Edwin A. Slaymaker. In 1913 Edwin A. Slaymaker left the hardware business to operate the Kinzer lime stone quarry.

In 1920 Harlan Stauffer sold his hardware and implement stock, and the business was discontinued.

In the same year John and Hettie Horning sold the property to John H. Eshleman and Son. They operated a grocery store and restaurant from 1920 to 1924. The business was sold to Eshleman brothers, John D. and Isaac H., who operated the business from 1924 to 1926. In 1926 the business was bought by Isaac H. Eshleman. John D. Eshleman left to operate the Kinzer Hotel.

The grocery and restaurant business was operated by Isaac H. Eshleman until 1940, when Elam H. Eshleman bought and operated it until 1956, and the building was converted into two apartments. It is occupied, at present, by the owner, Elam H. Eshleman.

FURNITURE STORE — BROOM SHOP

About 1896 Abraham Denlinger and John H. Kenagy built a building on the southwest corner of the Kinzer Crossroads to be used for manufacturing furniture. Later the same firm ceased manufacturing but continued to sell furniture.

This building was then rented to the Bauman brothers who manufactured cigars for a few years until the partnership dissolved.

Following this, the building became the scene of a broom manufacturer, Chester Harnish. This business, too, dissolved.

Today the building is a two family dwelling that is owned by Ira Hershey.

THE VILLAGE BLACKSMITH

In the year 1909 Edwin D. Bair and his wife, Emma, moved their family to Kinzers upon hearing that the town was in need of a blacksmith. The trip from Manor Township required two days and included an overnight stop at the home of a married daughter who was living in Willow Street.

On March 30 they arrived and made their home in the building that formerly was the farm implement warehouse of Stauffer and Slaymaker. The sons, Ralph, Ross and Edwin, assisted a group of Witmer boys and the building developed into the house as it exists today.

A major portion of the renovation was the moving of the portion of the building that eventually became the smithy shop. This had originally been attached to the house, but it was moved a bit to the north.

Under the shady maple tree that stood between these two buildings the customers waited their turns. Edwin and his eldest son, Ralph, set up business shoeing horses, hooping wheels and rebuilding farm wagons. They also repaired children's wagons, sharpened skates, repaired sleds and bicycles, and sharpened lawn mowers.

Children of the village frequently stopped at the shop after school to watch the sparks fly as the horse shoes were pounded into shape. Young children of the Bair family were paid five cents per horse to "bush" the flies from the horses as the shoeing took place.

As the years passed the automobile replaced the horse and carriage, the tractor replaced the horse as beast of burden and the garage replaced the blacksmith. The shop closed with the death of Ralph Bair.



SENGER INDUSTRIES

John B. Senger moved to Kinzers in 1897. He operated the coal, lumber and feed business for a few years. Then he sold out to B. F. Walters of Christiana who soon sold it to J. L. Walker and Sons.

At this time he bought out John Kessler's blacksmith and carriage shop located across the highway and about 200 feet west of the grocery store. John Kessler had established his business in 1887. The 1891 **Business Review** states: "Mr. Kessler is a skilled workman and does all kinds of general smith work, including building and repairing of light carriages. He also does shoeing, taking every precaution to preserve the hoof and prevent interference."

While there he started in the straw carrier business.

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For Rates and Dates Call — UL 7-5931

This straw carrier was invented by John R. Buckwalter, resident of Kinzer.

In 1907 he started the Planing Mill, a business that flourished at this location until the year 1928 when it burned down. Then he and his two sons, Harry Senger and Sanford Senger, rebuilt on the south side of the railroad where it is now located. They employed eighteen to twenty men. Sengers continued until about 1944 when they sold out and retired. Barry Co., from Philadelphia, bought the business and manufactured bowling alleys and pool tables. After a few years Kinzer Millwork Co. bought the property and operated it until 1953. Trojan Boat Co. bought it and have operated a business there since 1953. They employ forty-five men.

GARAGES

Miles Evans had a carriage and body shop in Kinzer in the early part of the twentieth century. Here he painted automobiles and carriages.

Another early garage operator was Carl Hohman who first worked in a building next to the miniature golf course owned by L. Clair Troop. In 1939 Carl moved to the location now known as B. F. Leidy & Sons. This building had once served as the livery stable for the Kinzer Hotel. It was purchased in 1943 from Walter and Katie Goodman by Mr. and Mrs. Benjamin Leidy. They and their two sons, Ben, Jr. and Richard, have operated continuously since 1941. Many additions and improvements have been made: grease room in 1955, new office in 1958, oil heat installed in 1960.



THE KINZER FIRE COMPANY
by M. Abram Trout

Disastrous fires in the Village prompted some of the town's people to provide a means of controlling the fires. Mr. John Kessler who operated the Blacksmith Shop and a few other residents purchased a single cylinder piston type Myers water pump and a "New-Way" air-cooled gasoline engine and mounted same on a four-wheel hand-drawn wagon. Hard suction hose and discharge hose as well as a few hand tools were also a part of the first piece of Fire Fighting Equipment in Kinzer. This Fire Pump was stored in a building near the Kessler Blacksmith Shop for some time. Following a large fire in 1913 the townspeople again got together and purchased a hand-drawn chemical tank that was mounted on two wheels. This was the second piece of equipment. At this time the equipment was housed in a small building on the property of Walkers' who operated the feed mill and

warehouse. The year 1916 marked another move by the townspeople when they organized and chartered "THE KINZER FIRE COMPANY." The charter is dated April 13, 1916 and is recorded in the Recorder of Deeds Charter Book No. 4 on Page 38, dated May 13, 1916. Another forward step was made in 1920 when the company purchased a tract of ground along the south side of the Lincoln Highway and built the present fire hall. Also in that year the company purchased their first motorized piece of equipment, a Reo truck with three chemical tanks mounted. Among other hand tools was included a set of ladders, pike poll, first aid kit and several buckets with which to fill the tanks.

Experience of the firemen proved to them that a large water supply was needed and a cistern was built on the east side of the Fire Hall in 1927. During the fire when the Planing Mill burned this cistern proved to be a vital asset to the company. The fourth piece of equipment purchased in 1931 was an American LaFrance fire truck with one chemical tank and hand line and a five-hundred gallon per minute rotary type pump. Also carried on this truck was 1,500 feet of 2½" hose, ladders, nozzles and hand tools. During World War II the first piece of equipment was sold to be used as an irrigation pump.

The fifth piece of equipment was purchased and put into service May 1948. This was a Reo truck with a 275-gallon water tank, three cylinder piston type Deming pump, two hand lines equipped with Bean fog guns, two Indian Tanks, a Hale Type FZZ portable pump, hoses and hand tools. Late in 1956 two Chemox self-contained breathing masks were added. At this time (1948) the Reo chemical truck was sold. The summer of 1953 Paul J. Slaymaker offered his abandoned quarry, which had partially filled with water, as a reservoir for fire purposes to the fire company. He and a few of the firemen built a driveway and parking space at the quarry. They also laid a four-inch pipe from the quarry to the back street. This pipe saves the laying of approximately 1,000 feet of hose.

The fall of 1953 the county commissioners financed the installation of a Zone Base Radio Station through the cooperation of the Federal and local Civil Defense and the Lancaster County Firemen's Association. The fire company installed mobile radios in their two pieces of equipment that were in service in October 1953. The Zone Four Fire Companies installed an auxiliary power unit in the Fire Hall in 1954 to insure operation of the base station during a power failure. This unit operated for three days and two nights continuous when the snow had disrupted both electric and telephone service (1958).

Early in 1957 the equipment was moved from the Fire Hall into a newly constructed addition on the west side of the original building. This addition also houses the radio room which includes telephone, maps and records of the fire fighting equipment available from the Zone Four Fire Companies.

The sixth piece of fire fighting equipment was purchased from the Central Fire Truck Corporation in St. Louis, Missouri and was delivered to the Kinzer Fire Company on April 12, 1962. This piece, a modern fire truck, consists of a C-850 Ford with a 750-gallon per minute single stage centrifugal pump, 500-gallon wa-

ter tank, two 1" booster lines each 200' long, 1,500 feet of 2½" hose and 300 feet of 1½" hose, alternator and three 115-volt AC hand flood lights, 35-foot three section ladder, 2-way radio and public address system. At the time this piece of apparatus was put into service the fourth piece, the American LaFrance, was sold.

Complete records of all activities of the company have not been maintained and all records (except the Charter) from the time of organization until the 1920's were destroyed in a fire in 1937.

A few of the fires on record are:

January 9, 1928—Residence owned by Reese Phenegar—Destroyed

Residence owned by D. Grant Trout—Damaged

May 30, 1928—Planing Mill of John B. Senger & Son—Destroyed

Dwellings damaged—Harry R. Senger, Rev. Amos Hoover, Robert Althouse (Owned by Walkers)

January 14, 1937—Feed Mill, Warehouse and Lumber yard of J. C. Walker & Sons—Destroyed

March 24, 1940—Farm Barn of C. J. Keneagy—Destroyed

February 24, 1941—Kinzer School house—Destroyed

July 19, 1943—Farm Barn of C. J. Keneagy—Destroyed

August 1, 1956—Dwelling owned by Ira Hershey—Damaged

December 9, 1958—Kinzer (Fisher's) Hotel—Damaged

During the past fifteen years the company has answered an average of six calls per year. Records indicate that the company has saved one life and over \$550,000.00 in property. The annual average saving to the public is \$33,733.00 in property. With this record it is hard to believe that the average person will hesitate to donate liberally to such a worthy cause. They refuse to consider the many hours of labor and dollars of the active members that are expended annually so that the company may continue to exist. Volunteer companies are often burdened and in many ways hampered by lack of finances and this company has been no exception. Here is where the Ladies Auxiliary of the company have played a major role in the existence of this fire company. They have helped finance projects and have been the major source of income that carries the annual maintenance expenses involved in the operation of the fire company.

LADIES AUXILIARY OF KINZER FIRE CO.

by Elsie McGinnis

The Ladies Auxiliary of the Kinzer Fire Co. was organized on Sept. 12, 1923 in connection with the Kinzer Fire Co. at which time the first meeting was held.

The first President of the Auxiliary was Mrs. C. J. Kineagy. Vice President—Mrs. Harold Stauffer; Secretary-Treasurer—Miss Margaret Rice. The Constitution and By-Laws of the Auxiliary were proposed, approved, adopted and signed by these members: Mrs. Ladema B. Keneagy, Mrs. Luetta M. Young, Miss Margaret Rice, Miss Elizabeth Passmore and Annie E. Axe.

The annual dues were set at 15 cents per member, but under an amendment these were changed to 25 cents per annum. The dues are now currently \$1.00 per year per member.

The charter members of the Kinzer Fire Co. Auxiliary were as follows:

Mrs. Paul Slaymaker, Mrs. Joseph Brackbill, Mrs. Nathaniel Trout, Mrs. Annie Patton, Mrs. Annie Axe, Mrs. Emma Bair, Mrs. Samuel Ayres, Miss Elizabeth Passmore, Miss Phoebe Slaymaker, Miss Mary Rapp, Mrs. Arthur S. Young, Mrs. Grant Trout, Mrs. Mae Stauffer, Mrs. C. J. Keneagy, Mrs. Ezra Denlinger, Miss Louise Rice, Mrs. C. S. Rice, Miss Mary Young, Miss Blanche Rice, Mrs. Amos Hoover, Jr.

At the end of the first year, Sept. 15, 1924, Mrs. Mae Stauffer was elected President with Miss Margaret Rice as Secretary-Treasurer. In September 1925 the same officers were reinstated for the ensuing year.

From September 1926 until the present time, Sept. 1962, the following members served as President of the Auxiliary:

Mrs. Annie Axe, Mrs. Wilmer McGinnis, Mrs. Paul Skiles, Mrs. Esther Groff, Mrs. Ray Acker, Miss Phoebe Slaymaker, Mrs. Everett Young, Miss Mary Young, Mrs. Betty Brubaker, Miss Arlene Denlinger, Mrs. Lewis Miller, Mrs. Grace Lichty, Mrs. Ella Hershey, Mrs. Paul Slaymaker. Mrs. Amos Hoover served as Treasurer from 1950 to 1959. Mrs. Elsie McGinnis has served as Secretary from 1952 until the present time (Sept. 1962).

Present officers now serving are: President—Mrs. Eleanor Gregg, Vice Pres.—Mrs. Betty Brubaker, Secretary—Mrs. Elsie McGinnis, Treasurer—Mrs. Sherlyn Gregg.

This Auxiliary has been an active organization through the years and by their efforts have realized many sums of money which they presented to the Kinzer Firemen to be used to meet their expenses, to maintain their equipment so necessary when called out to fight a fire. Just recently the Auxiliary donated to them \$2,500 toward the purchase of a new pumper.

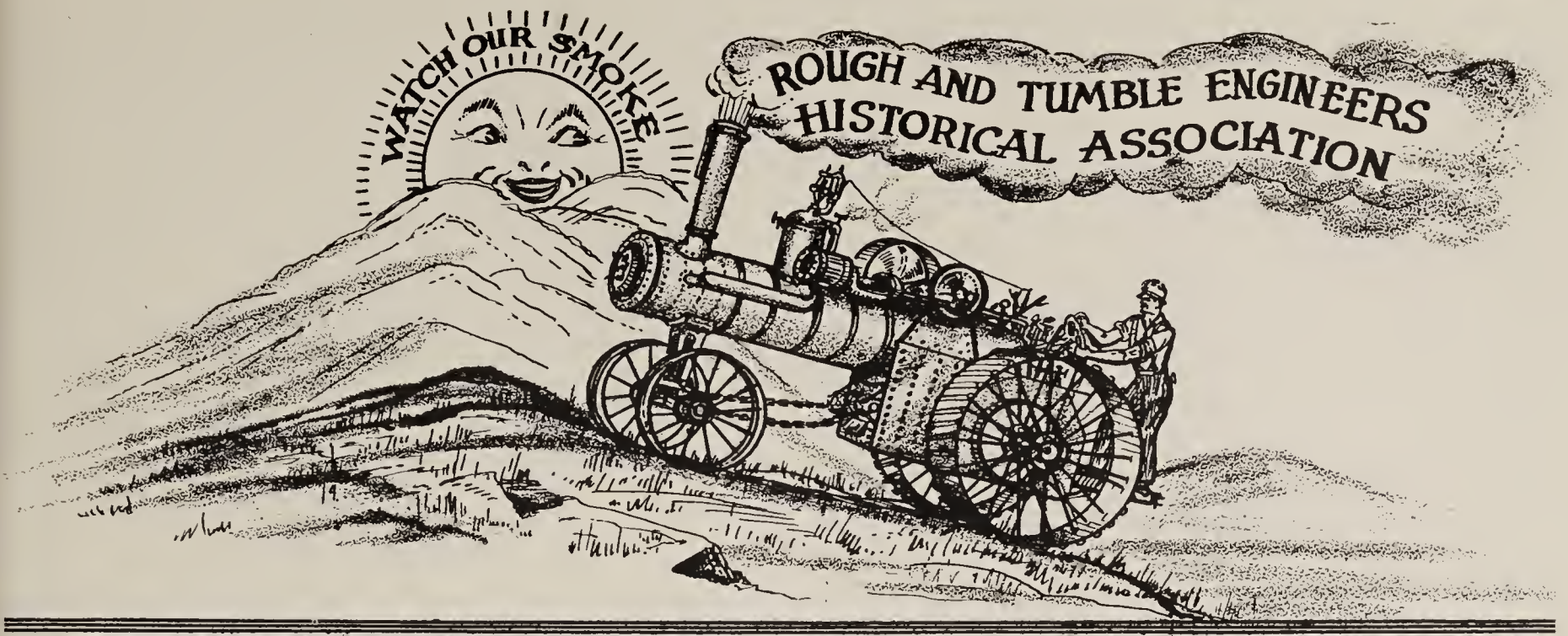
ARTHUR S. YOUNG CO., INC.

Kinzers, for nearly half a century, has been known as a source of Thresher, Baler, and Steam Boiler supplies. Custom harvest-men from all over the East are acquainted with the SHOP at Kinzers, founded by Arthur S. Young in 1916.

In 1937, a Lancaster County thresherman, Edwin B. Nolt, invented the first self-tying pick-up hay baler. This was perfected at the shop of the Arthur S. Young Company and was named the AUTOMATON Baler. In 1938 it was placed on the market and met wide acclaim throughout the United States and Mexico. This baler was the fore-runner of the one manufactured today by the New Holland Machine Company, who purchased the manufacturing contract in 1940.

Other machinery built by the Arthur S. Young Company included the "Air-Blast" Fodder Shredder; first models of the Smoker Bale Loader; Tobacco Stem Shredders for use in citrus groves of Florida; Rose Bush Wrapping Machines; and many special attachments for haying and harvesting machines.

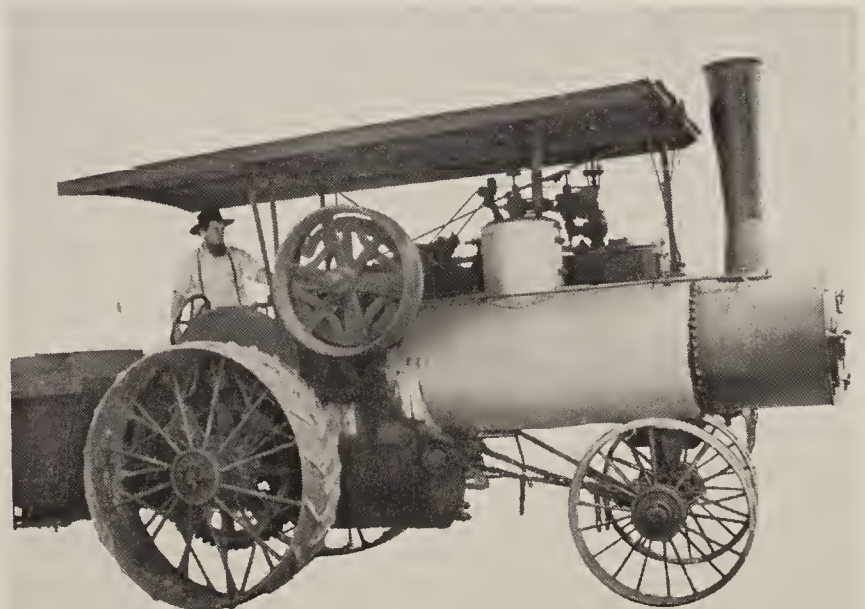
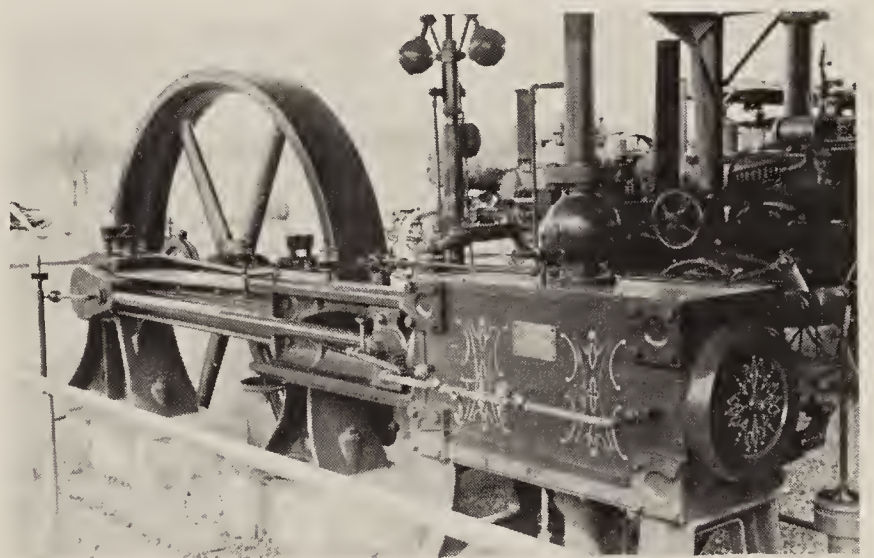
Today the Company also specializes in an extensive repair service of steam boilers.



ROUGH AND TUMBLE ENGINEERS HISTORICAL ASSOCIATION

After being inactive for a number of years, the Lancaster and Lebanon County Threshermen's Associations decided to disband. They had a balance of more than \$100.00 in the treasury and decided to have one large picnic for the public and use the money for free lunch. This picnic was held on the grounds of Arthur S. Young Company on May 14, 1949. Steam engines were fired up, machinery was operated, and everyone had an enjoyable time. In fact, the picnic was so successful that it has been continued each summer on an enlarged basis.

This developed into the Rough and Tumble Engineers Historical Association which was founded in 1950 with Arthur S. Young as the first president. Since 1950 the reunions have been held during the third week of August when grain would be available for threshing. For nine years the program was continued at the same site until 1958 when the Association purchased land north of the Lincoln Highway and erected several buildings to shelter a museum to perpetuate the memory of the "Steam Age". This museum is open to the public during summer months. On display in addition to the historic steam engines is a collection of machinery and other articles depicting the rural life of early Lancaster County history. A scale model of an 1890 vintage railroad was purchased to give historical flavor for the younger set.



KINZER MENNONITE CHURCH

By Ira Ressler

Toward the close of the nineteenth century in the town of Kinzers there lived a number of church people—Methodists, Presbyterian, United Brethren and Mennonites. Yet there were no church buildings for miles around. If you had no horse and wagon, you didn't get far from home. In those days there were no automobiles, buses or trolley. On August 15, 1897, the Mennonites dedicated the Kinzer Church. Though the Mennonites built the church, it was rather a community church. Everyone was welcome to the services and and many of them did come. Some even taught in the Sunday School. There are some folks still with us who attended that dedication—Mrs. Harry Winters, Mrs. Will Hess, Mrs. Enos Zimmerman, and Samuel Ressler. All but Samuel Ressler are still members here; Sam changed his membership to Paradise Mennonite Church.

That must have been a pleasant experience when Methodist, Presbyterian, United Brethren and Mennonite sat together in one church, listened to the same sermon, sang the same hymns and worshiped at the same throne. But times have changed since then. The trolley that passed the front door for thirty years is no more. The buses don't come through Kinzers any more. Nearly every family has a car, and they go to their own church, which is right, but we miss them at Kinzers service. The union of those early days has been broken.

The building on the inside has not changed, but outside the large shade trees are all gone, the hitching rails and the fences are gone. New metal hand rails at the step have replaced the old ones. Shrubbery was planted in front of the church to make it appear more cheerful. Space around the church has been macadamized for parking space.

In 1947 the basement of the church was concreted and not long after a new heating system was installed. Class rooms were built in the basement. Later new carpet was put over the whole floor. An amplifying system was installed with a number of hearing aids at the pews. A new ceiling was put in the church to replace the one that had been damaged when the rain storm broke as the roof was being replaced. The names of some of the teachers of the Sunday School the first year they had services are: Carrie Slaymaker, Lena Rohrer, Salome Eby, Sue Brackbill, Madgalene Senger, Anna Brackbill, Benjamin Eby, Christ Seman, John Clymer, Hiram Charles, E. A. Slaymaker, Levi Brackbill and John Keneagy.

Sunday School superintendents were as follows: John Senger, E. E. Keneagy, Leslie Hoover, John Metzler, Jacob Martin, Aldous Burkholder and Glen Miller. The bishops that served here include Isaac Eby, C. M. Brackbill, Abram Martin, Park Book and Clair Eby.

The ministers that served were Amos Hoover, John B. Senger, Jacob Mellinger, Ira Hershey, Charles Hershey, George Graham and Amon Weaver. Our present Pastor is Willis Kling.

At the present time there are 189 enrolled in the Sunday School and 125 members in the church.

In the early years of the church the electric current for Kinzers was furnished by John Senger who had an electric plant in his back yard. Sometimes during the evening service the lights would go out. Then Mr. Senger would have to go home, put the belt on the generator, and there would be light again.



JOHN RANCK AND KINZERS

Rev. John Ranck owned a large tract of land on the north side of the Lincoln Highway that occupied 267 acres. This acreage included all of the area that is now the northern portion of the town. When he died his only child, John Ranck, inherited this land. Bier's "Biographical Annals" states that Jacob built eleven residence buildings and laid out a street north of Main Street as well as a street at the east and west ends of the village. The street at the west end passed near the farm house built by John in 1840. On this farm Jacob quarried limestone and burned it in a lime kiln. The lime was sold to farmers and builders.

In 1913 Edwin A. Slaymaker acquired this quarry. In 1914 E. A. Slaymaker installed the first stone crusher which was operated by a steam engine. In 1921 it was changed to an electric motor. These crushed stones were sold to the state and township for road construction. At one time there were 35 to 40 men employed. Italian laborers, who worked in the quarries, were also housed near the quarries. Slaymaker also quarried limestone for building purposes.

At the death of E. A. Slaymaker his son, Paul J. Slaymaker, inherited the quarry. The quarry was abandoned in 1943 when it partially filled with water to a depth of twenty-five feet. Mr. Slaymaker offered this reservoir of water to the Kinzer Fire Company to be used for fire protection for the community.

This farm was sold to John Hively by John Ranck; later Hively sold it to E. S. Slaymaker and the present owner is Paul Slaymaker.

Jacob Ranck sold the middle farm to Henry Beiler, the present owner. He also sold the farm to the east to Landis Brackbill, who sold it to Charles Lutz. His widow owns it today.



KINZER BLOCK COMPANY

The Kinzer Block Company was started in 1929 by Ralph A. Young.

The block machinery was purchased from E. B. Kelley Inc. in Philadelphia. Three years later another machine was added.

The first block manufactured were mostly face block, they were sold mostly in Coatesville to built garages. After about ten years plain block replaced the face block in buildings. Each year the demand for block increased, as these block were noted for their quality. New machinery and storage bins were installed in 1948.

In the year 1952 the Block Plant was sold to B. Frank Groff, Inc.

B. Frank Groff, Inc. operates a contracting and building business now. They also manufacture lintels used in building structures.

RECENT INDUSTRY IN KINZER

Christian Hershey and Bros., in 1883, had a general merchandise store in Kinzers opposite the hotel. Later Harry Godshalk operated the store. John Hockings was the next operator. In 1900 J. R. Rutter and Son purchased the building and business. In 1910 W. E. Rutter bought the business and his widow, Mrs. Lydia Rutter, is doing business at the same store at this time, 1962.

Willis D. Hershey made concrete lintels here from 1951 to 1961. He then sold the business to B. Frank Groff, Inc., Kinzers.

John Clymer had a poultry and egg business just west of Kinzer. Later Clair Troop operated this same business at the same location, adding the large building now owned by Mr. Jacob Stoltzfus.

Mrs. A. R. Cox established an antique business in Paradise in 1936. In 1946 she moved the business to Kinzers. Auctions are held monthly that attract buyers from many neighboring states.

From 1931 to 1961 Ray K. Acker conducted the coal and trucking business here. In 1962 his son, Clair H. Acker, took over the business.

Thomas Hewes of Kinzers operates an Amish Delicatessen at markets in Norristown and Montgomeryville, Pa., and at Pennsauken, N. J. He specializes in salads, home made pies and cakes, meats, baked beans and a line of Amish novelties. He employs twenty persons. A number of helpers are Amish folk. This business was started in 1948.

Patsy Mills operates a Beauty Salon in Kinzers that she opened February, 1960.

The Ajax Plastic Products, located at the west end of town on the south side of Route 30, is operated by Lawrence and Emma Johnson, who are fabricators and suppliers of plastic products. They began operation in 1962.

The present building was built and is owned by the W. J. Walker Co. in 1937 after a fire destroyed the old

building. They used it as a warehouse as had the owners of the previous building, Christian Hershey and Bros., and others. For a few years the building served as a print shop for William A. Frew and the seed company.

ELECTRICITY IN PARADISE TOWNSHIP

Electricity, as a means of supply light and power to residents of the area, first entered the township in the year 1909. The minutes of the Lancaster and Williams-town Turnpike record that in that year the Intercourse Electric Light, Heat and Power Company requested permission to erect poles along the turnpike, starting at the United Brethren Church and moving eastward.

This electric company was an outgrowth of a partnership of E. K. Denlinger and Enos L. Zimmerman, who had purchased and installed a generator in that town in 1908. This generator was driven by a steam engine that was also used to power the E. K. Denlinger Feed Mill of Intercourse. The cost of this generator was \$1,146.25.

At first current was furnished only between the hours of sunset and bedtime. At 9:30 p.m. the lights would be blinked twice, and five minutes later they went out. Later on service was extended to Monday morning to provide power for the washing machines.

The building of a line to Paradise and Leaman Place was a major expansion program for this company. Much criticism was leveled at them at this time due to the fact that coal was hauled from Paradise and Leaman Place to power the generator that would in turn send electricity back to the same towns. These pioneering men had their own ideas, however, and saw these ideas fulfilled on November 13, 1913, when a substation was built in Paradise. The location of this substation enabled the Intercourse Company to purchase electricity from the Edison Electric Company of Lancaster and send it from Paradise to Intercourse. This feat marked the dismantling of the steam plant.

The building of the small brick substation on the plot of land just across from the present Paradise post office did not change the operation of the Intercourse Electric Light, Heat and Power Company. Power was purchased in a wholesale way by the Intercourse firm and as usual they built and maintained the lines, read the meters, and billed the consumers. Applications for service were numerous so that finally lines were built to service customers along the Lincoln Highway from Vintage to the old Yates School.

Early line construction was done using a horse and wagon. Later on, Ford automobiles were used by the company's men as means of transportation. Residents of Paradise recall the manager, Enos L. Zimmerman, rushing from his home in Intercourse to the substation at Paradise in the midst of an electrical storm to attend circuit breakers which required attention.

The name of the company was changed to the Intercourse Electric Company on January 13, 1921. Capitalization at the time of incorporation was \$10,000, but this was successively raised to the peak of \$100,000.

About 1928, after numerous attempts, the Edison Electric Company was successful in buying out the business of the Intercourse Electric Company. This Edison Company then sold out to Pennsylvania Power and Light Company, the present source of power for the township on a twenty four hour a day basis.



THE VILLAGE OF IVA

by Corinne Rohrer

Years before the Civil War, the area that is now Iva was nothing more than several farms. Around 1840, a William Girvin opened and operated the first general store, a small red brick house called the "California Store." Almost 15 years later, William sold the store to his son Robert, who after "tending store" for several years at the homeplace, built a new white frame storehouse just up the road from the original one.

The beginning of "Iva," the small farming community in southwestern Paradise township, dates back to shortly before the beginning of the Civil War when the U.S. Government established a post office in Robert Girvin's new storehouse. As in many other instances when a post office was placed in a store, the storekeeper assumed the responsibilities—and salary of the postmaster. So it was with R. Girvin. The only demands made on him as postmaster were that he sort the mail which was brought from Strasburg almost daily, regardless of the weather and road conditions, place it in the numbered pigeon holes and be present during post office hours ready to hand out the newspapers and occasional letters whenever anyone came in and called their number. There was no rule saying he couldn't tend his store at the same time, and he was probably only too glad to accept the position as it would definitely have a favorable affect on his already limited trade.

Besides giving the community a post office, and the general store more business, the government gave it a name—"Iva." Just why Iva was chosen is uncertain. Some like to think that the original name was Ivy, because of all the ivy, poison and otherwise found growing in the area, and that through us Ivy was later changed to Iva. But others strongly contend that it always was Iva and never anything else, giving no explanation of why.

Girvin, playing the dual role of store and past master, found time to engage in other business enterprises. In the summer he made weekly journeys to Philadelphia where he sold fresh vegetables and produce. He kept his perishables fresh by using ice cut from his pond during winter and stored in his icehouse until summer months. The ice he didn't need he sold to neighboring farmers for cooling milk. His was not the only ice pond. It is said that in later years tons and tons of the thickest of ice was cut from a pond on the farm now owned by B. Frank Rohrer (formerly Frank Eshleman's) and hauled to Strasburg for use in cooling milk shipped to Philadelphia by train. This was before the age of refrigeration.

About 25 years after the establishment of the post office, Girvin started a creamery. Farmers would bring their milk to his creamery via team or wheelbarrow to be separated into milk and cream by a steam run separator. The cream was taken to Smyrna, Pa. where it was used in manufacture of ice cream and butter. The skim milk was either returned to farmers or fed to Girvin's pigs kept in a pen behind the creamery.

The early 1900's brought a change in Iva. She was soon to lose her government owned post office. Mail service was experimenting with rural routes. The first one to come through Iva was one from Godonville. The mail carrier, galloping along through several feet of mud or dust made stops wherever he saw a mailbox and these weren't too plentiful at first. But as time went on, other routes came through and it soon became the thing to do—to buy, post and set out a U.S. mail box. With better roads, rural routes proved more and more successful and Iva was soon minus the post office as the community was not large enough to maintain one. The main result of the post office was that Iva got a name and retained it.

With better roads and rural routes came also milk companies. Farmers, seeking better prices for their milk, soon turned to better markets such as the Lancaster Carmal Factory, causing the creamery business to collapse. The Girvins then turned to slaughtering and dressing calves for market in Philadelphia. Robert passed his businesses to his son, Joe Girvin, who operated the slaughter house and store until the late 1920's when he sold out to the Shisslers, also natives of Iva. N. J. Shissler and his brother Frank, ran the slaughter house until 1933, and in 1935 they tore down the already dilapidated old creamery building. N. J. Shissler opened his Red Rose General Store in 1929 and kept the business until 1955 when he sold it to his son-in-law, Lewis M. Bryson. The store changed hands again in 1961 with Joseph Dunfee of Oxford, Pa. as the new owner.

The Girvin-owned stores were like other general stores of the time with their bolts of cloth, cracker barrels and wooden plows. In later years, Joe Girvin kept mainly a grocery store with a limited amount of hardware and other needed supplies. With Shissler and Bryson as owners the store became much more of a general store. Like today's modern shopping centers, it had everything under one roof—drugs, some clothing, hardware, electrical appliances, lawnmowers, notions, school supplies and groceries. In 1961 the store was remodeled by the Dunfee's and is today largely a self-service grocery, still Red Rose and still giving S&H green trading stamps with each purchase.

Before the late 70's, the time Iva's school was built, school-age children walked to Spring Valley school, almost 2 miles east of Iva. As more and more children attended school it soon became necessary that Iva build her own school instead of overcrowding others. But even with the new school there was a problem. After the fall work was finished in mid-November, all the older boys and girls would come to school, forcing the youngest ones to stop and wait until the next year to try again. When the high school was built in Paradise, high school age students were taken there in a pleasure car driven by N. J. Shissler. Two years later, in 1931, Shissler bought a schoolbus to accommodate the growing number of students going to the high school, and after 1942, he took elementary age children to Black Horse.

Iva's school was closed in 1942 and stood vacant for 12 years until 1954 when the Amish people reopened it. During this time and until the burning of Black Horse, Iva students went to the Black Horse school, located on the corner of Route #741 and the Cherry Hill Road. Shissler was, and is today, responsible for transporting students to the Paradise schools.

The closest church to Iva is the Mt. Pleasant Church on White Oak Hill. This was built in 1870 by a United Brethren congregation. This church slowly died out and afterwards the building was sold to the Mennonites. Today it is Mt. Pleasant Mennonite Church, closely associated with Paradise Mennonite Church in Paradise.

It has only been in the last 20 years that the Amish have come to Iva. Daniel King, living on the farm directly across from the store was the first one in the community. This was around 1940. Today most of the farms are owned by the Amish with the exception of three Rohrer families and orchards and truck farms owned by Ed Fichtner and Milton Mowrer.

A larger pond, just recently made by N. J. Shissler, and the old ice pond offer Iva her only immediate fire protection. Law and order are maintained by a state policeman who makes an annual ride through the community, and two or three yellow narrow bridge road signs. Iva doesn't even possess a red stop sign. But really there is no need for more—Iva is not much different than it was 100 yrs. ago except that several new homes and trailers have been added. She is slowly becoming more residential—that is most of the people of Iva are no longer farmers but go elsewhere to their jobs.

Iva is the home of the Strasburg reservoir and the springs which feed it. The springs are along the southern border of the community in the White Oak Hill vicinity. The reservoir, actually part of Strasburg township, is in the far western end of the 1 sq. mile comprising Iva. Iva is also known as a place for delicious peaches and blueberries grown by Fichtner.

As there are no written records of Iva's brief history, any and all information of the past was drawn from the memories of older and former residents.



NICKEL MINES

For many years the nickel mines in Bart Township known as the Gap Mines, were an important mining interest, and the only nickel produced in the United States came from these mines. They were first worked for their copper from the year 1718, but, in 1852, it was discerned that large quantities of nickel had been mined with the copper and thrown away as refuse. The Gap Copper Mines at once became the Gap Nickel Mines, and smelting works were put up nearby. There were mined and smelted more than 600 tons of ore per month when production was at its peak.

Chief historical interest attaches to political pressure brought on Congress to continue the use of nickel in subsidiary coinage and assure the use of domestically produced nickel for that purpose. Deposit was small and production ceased in 1880. At this time R. M. Thompson and Oxford Copper Co. perfected a commercial process for treatment of nickel bearing copper ore from Quebec that was cheaper.



It appears the industry began in 1852 and was put on an operating basis by Joseph Wharton to supply metal for the copper-nickel coins that had been authorized in 1857. Joseph Wharton was given credit for developing a process to make nickel malleable. He was the first in the world to do so.

It was Captain Doble who first discovered the nickel in the slag that had been dumped in Paradise Township as cast off from the process of mining copper.

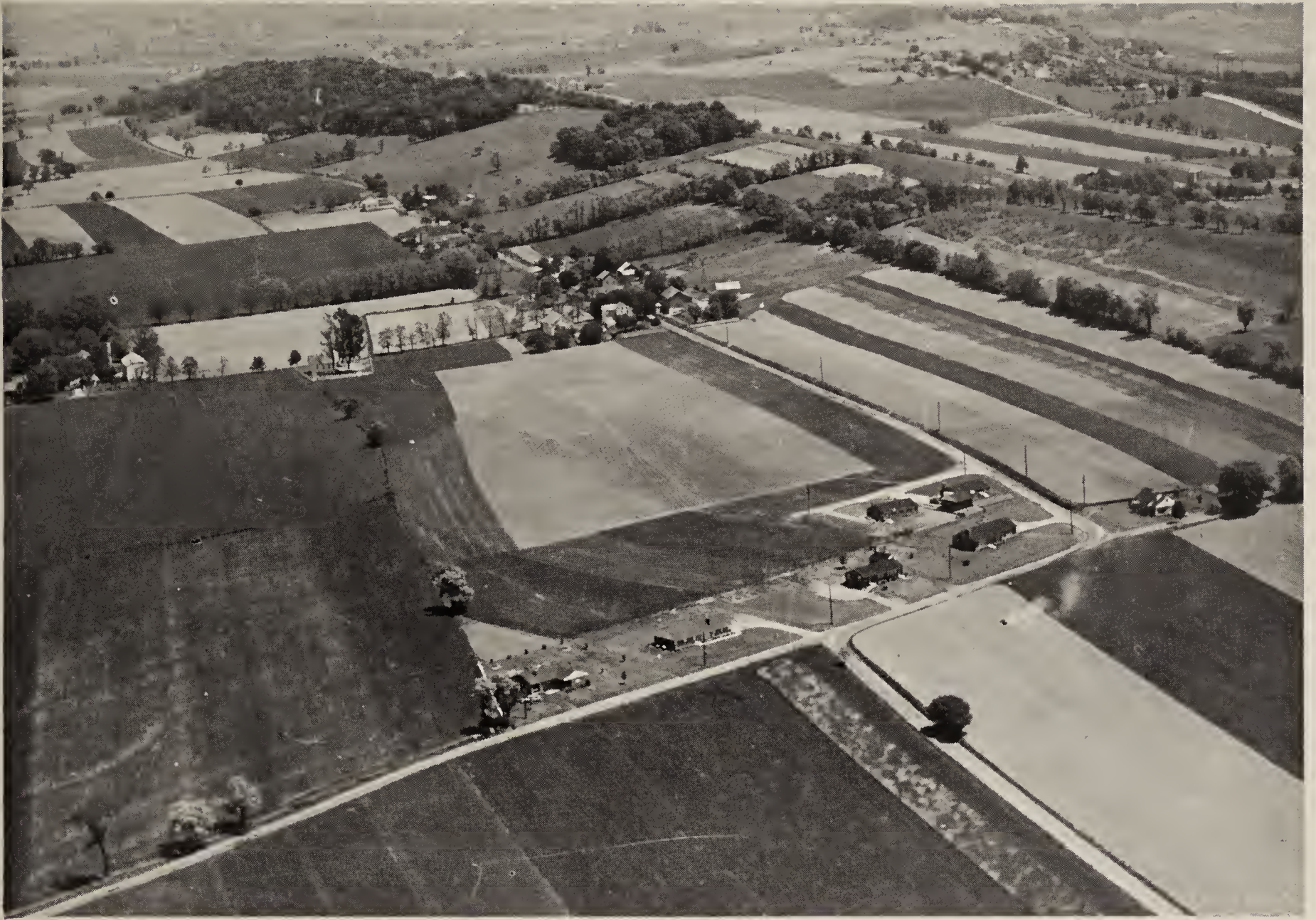
The census of manufacturing in the United States in 1860 lists the mines as producing \$30,626 of nickel. The company's capital was \$90,000. A total of \$18,000 was paid to 4 employees.

The census of 1870 lists product of \$24,000, capital at \$60,000 and wages totalling \$6400 to 10 employees.

By 1880 it was decided to abandon the project, despite the fact that nickel, cobalt and copper were present in some quantity. The sixty employees then had to seek work elsewhere.

To date it has been financially more advisable to purchase these metals elsewhere.

THE VILLAGE OF HARRISTOWN



North of Williamstown, turning at the store, and going over the hill one reaches the hamlet of Harristown. An early settler, Thomas Harris, was the originator of the name. As to when he settled it was not known at this writing.

In the **Biographical Annals** we find a Joseph Kemrer who came to Harristown about 1850. He had recently learned the shoemaker trade. He put his money into land, buying in small tracts until he had come to own about 30 acres. From old deeds we find that some of these properties adjoined the lands of the Slaymaker families. Joseph Kemrer's sons Phares, Joseph and Howard, followed in his trade. Joseph became a shoemaker in Williamstown, Howard a shoemaker and postmaster in Paradise and Phares D. who operated a shoe store on his father's property. In 1884 he operated a cigar factory at Harristown. "His goods, which are mostly medium and cheap grades, were sold in New York markets."

The cigar factory seemed to be quite an enterprise as many of the people of the town worked there. We find remembrances of expert "cigar rollers" such as Emma Overly (Dr. G. W. H. Frew's first wife). This factory was located along the east-west road, the last buildings at the eastern end on the southern side. It ceased working before 1900. This later became the home of Landis Miller, Mrs. Lydia Rapp's father.

This thriving community of the late 1800's had a blacksmith shop operated by Samuel Overly. It later was owned by John Snyder and now by Roy Trout. It

is at the southeast corner of the intersection.

This area had a local school and further to the north we found the Osceola Mill.

Today E. Roy Trout deals in chickens and eggs and is the major industrial representative of the area.



TOBACCO

A business that provides a major source of income for the farmers of Paradise Township is the tobacco industry. For more than a century farmers have been growing and processing a type of tobacco that differs from any grown in any other area of the U. S. A. This particular type is used as a filler in cigar manufacturing.

Tobacco work begins early in the spring when farmers plant seed in beds that have been "steamed" to kill weed seeds. Within six weeks these plants are transplanted from the beds to fields possibly several acres in size. After hoeing and harrowing it is time to top the plant, sucker it a week or two later, and finally cut it. The cut plants are then "speared," placed in groups of 5 on a wooden lath especially prepared for this task, and then hauled to a shed for curing and drying. By the time winter arrives the cured plants are then taken to a damping room. From this room the plant moves to the stripping room where leaves are separated from the stalk and either sorted into wrappers and fillers or pulled and tied. The next and last step for the farmers involves the bailing of the tobacco into rectangular units of approximately eighty pounds that are covered with brown paper.

The farmer's task complete, he awaits the arrival of a buyer who may offer him a price of thirty cents per pound or more or less. Once an agreement is reached, the farmer delivers the tobacco to the packing shed. Here the bales are opened, the hands are sorted and repacked in wooden cases where more seasoning takes place. The next step involves separating the veins of the leaf from the rest. After the good has been separated from the bad, this is processed further and a cigar is the end product.

The elder residents of the area call the day when the farmer completed all the steps in the development of a cigar. Then gradually one farmer, who elected to do so, began to pack his tobacco and that of others. One such case is Milton Bowman who built a tobacco warehouse south of Kinzers in 1875. Approximately fifteen persons worked in the two story farm building. Later Milton entered a partnership with his brothers David and Isaac. They rented the building that had been the furniture store in Kinzers.

It was at this time that an attempt was made to speed up the process of manufacturing. A mold was developed where workers lined them with filler tobacco leaves. The centers were then filled with cut tobacco. After removing these from the mold the workers wrapped leaves known as wrappers around them. They were then packed in boxes of fifty or one hundred and sealed with the Pennsylvania State Stamp.

This method was new and the flaws many. Over the years the flaws were corrected, but to do this, the industry had to be operated on a much larger scale. As a result, the days of cigar manufacturing in Paradise Township are gone. Smokers have no need to roll their own; it is much easier to stop at the store for a "White Owl" or a "Phillie."



SEED BEDS AND CURING SHED



CROP READY FOR HARVEST



NOW TO THE SHEDS



LIME KILNS

In Bare's **1864 Atlas** in Paradise Township one counts about twelve lime kilns. These must have been quite a necessary part of this agricultural area 100 years ago. Many are located near quarries.

The kiln was built of limestone about 10 to 12 feet high. The front or "eye" of the kiln was located near the bottom. The limestone and coal was added in alternate layers from the top of the kiln. Wood is added at the "eye" of the kiln and burned until the coal within is ignited. The coal and stone will continue to burn for about 5 days until the entire contents have burned. The lime, which is white, is then removed from the eye. That to be used for fertilizer was left on piles to be "air slacked." Thus it became pulverized. "White-wash lime," on the other hand is water slacked. It was kept in an air tight container until it was to be used as a protective cover for buildings.

Several important kilns were located near the immediate Paradise area. The McIlvain quarry and kiln was opened when they needed stone for ballast for the railroad. This kiln was located on the Bellemont Road on property originally owned by the Bowers estate. Robert P. McIlvain and son George D. McIlvain operated this quarry until about 1897.

Another kiln of outstanding note was located along the McIlvain road, which is located south of the highway between the Bellemont and Vintage roads. This quarry and kiln was established about 1832 also. After 1850 it was operated by the McIlvain family. About 1869, according to Ellis and Evans, a new kiln costing \$2500 was erected. This kiln had a capacity of 200 bushels in 24 hours. The fire of coal and wood was kept burning continually and only limestone was added at the top. By this method lime was collected every 3 hours. It also ceased operation after 1910.

The kiln operated by Hugh McKeown was noted for producing lime that was excellent for use in the interior of homes as a decorative material for wall surface.



OTHER HOUSES WITH STORIES TO TELL



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THE VILLAGE OF GORDONVILLE



Gordonville has railroad connection, the Pennsylvania system; and the village began to take life when railroad construction began. The land on the western side of the railway route at Gordonville earlier belonged to Christian Hershey, which family name appears upon the earliest tax-list of which there is record, that for the year 1718; and a Christian Hershey is of even earlier record in the Conestoga country. Rupp lists him as of the Pequá Colony of 1709 so that Gordonville may be considered to have been settled almost as early as was possible. The first dwelling house was erected by Daniel Gordon in about 1832. Fifty years later it was in the possession of Henry Eckert. "When the railroad was completed, Mr. Gordon had a warehouse standing on the west side of the railroad, in which business was carried on by himself. In 1836 he built a storehouse on the same side of the railroad." There William Manahan was the first to keep store; he was storekeeper from 1836 to 1839, and at the same time he used Mr. Gordon's other building for a warehouse. He was succeeded by Hathorn Freeland as storekeeper and warehouseman. Later the business was carried on by John Seldomridge and John Smoker, the latter having the ownership during the Civil War. Amos Hershey bought the store in 1864. The Hersheys held the business, also a coal and lumber business. The old warehouse was torn down in 1857 by Samuel M. Brua, and another built. In 1868 Amos L. Witmer acquired it, but four years later, after a fire had destroyed the machine shops of the Witmer Company, Mr. Hershey acquired all of the property on the western side of the railroad.



P. R. R. Station, Gordonville, Pa.



Railroad Ave. Gordonville, Pa.



Mr. Manahan was one of the enterprising early residents of Gordonville. After he sold the Gordon store and warehouse in 1839, he bought some land on the eastern side of the railroad and erected a number of buildings upon it. In addition, he built a store and a stone warehouse, and for some time conducted a store and warehouse business. The store and warehouse passed under different ownership several times before the warehouse was destroyed by fire. Mr. Manahan seems to have had the desire to found another village, for he laid out some of his land into building lots, and in course of time many houses were built upon his land. That part of Gordonville which lies east of the railroad was given the name of Concord by Mr. Manahan, and it held that name for many years after a post-office named Gordonville was established on the village west of the railroad. In course of time, however, the villages, by force of common convenience and without formal action, merged under the name of the post-town, Gordonville. One of the houses Mr. Manahan erected was for a while used as a two-family house, but in 1843 it became a tavern. Among the owners in the first fifty years as a tavern were Martin Rhoads, Christian H. Hershey and Martin K. Mylin. Lewis E. Edwards was a later owner. It was enlarged, and raised to three stories in 1876 by Martin K. Mylin.

Today Gordonville has a large Coal and Lumber business operated by John J. Hooper on the site where

a similar business was established years ago. The old Gordonville Tavern still stands today but has been renovated into a dwelling.

Other business in Gordonville includes the Smeltz Auto Body repair shop and Jacob Herr Bulk Bin Feeders. One of the original stores is still operated in Gordonville. This is the Patterson Food Store, which has been in business for many years under various owners.

Gordonville today has a very active Fire Co. with two pieces of equipment and an ambulance.





now you see why we invented electric shaving

Compliments of your neighbors at Schick—first in electric shaving

Which one's Great Grandpa Schick? Probably the one without a beard!

SHORT HISTORY OF SHAVING

With Paradise's 250th anniversary being marked by a beard growing contest, it is interesting to review how whiskers were removed in times gone by. Moreover, it will probably be a comfort to the participants to compare present methods of taking off beards with those used centuries ago.

According to Schick Incorporated of Lancaster, which will present the winners of the beard growing contest with modern day electric shavers, the process of removing whiskers was rough and haphazard for thousands of generations. For a long time it was performed only to keep the beard from interfering with the actions of its owner.

Undoubtedly, crude implements were developed in various areas to ease the difficulty, chiefly sharp shells and flints. And the Egyptians learned the art of hardening copper, making it possible for them to shape a blade and put a cutting edge on it.

The first shaving implements of which we have any record were made approximately 2000 B.C. The Bible refers to shaving a number of times and there are records showing that Alexander the Great required his soldiers to shave their beards because they were too readily used as handles during sword fights.

As the Romans became more civilized fairly regular shaving gained acceptance and the first barber appeared in Rome in 300 B.C. The blades in use at that time were bronze and iron which could not hold an edge capable of anything better than a very rough shave.

At about the same time, the Greeks developed a process for making steel and Damascus steel became famous throughout the limited world of that period as the material which could hold the best edge.

No significant improvements occurred in the area of shaving implements for the next 2000 years. Near the beginning of the eighteenth century someone discovered that a hollow-ground blade could be resharpened a number of times and still offer a satisfactory edge. This was a major improvement in shaving improvement because each man could strop his own blade and keep it sharp.

The next advance came in 1876 when Fred and Otto Kampfe of Brooklyn, New York added a guard to the blade and produced the first safety razor. This development led to a number of quick advances. Among them was the invention of the replaceable blade razor in 1895 which eliminated the necessity for honing. In 1928 the Schick Dry Shaver was patented.

The original idea for a shaving instrument which could operate without water, soap and scraping blade occurred to Col. Jacob Schick while on duty with the Army in Alaska in the early years of this century. The obvious difficulty of blade shaving in a cold climate undoubtedly led him to try to think of a better method.

A number of accounts have been published describing the circumstances under which Jacob Schick first conceived the idea which founded an industry. The most colorful one is probably apocryphal, but is within the realm of possibility, considering the unusual qualities of the man involved. According to this version, Col. Schick was hunting in Alaska and shot a moose. As he ran toward the wounded animal he fell and sprained his ankle badly enough so that he could not walk. The moose provided food and a nearby stream provided water and, the story says, the Colonel thus kept himself alive until he could walk again. During the several days of enforced idleness he worked out the basic principles of electric shaving. Whether or not the moose was in any sense a midwife to the birth of electric shaving, Col. Schick experimented for a good many years just before and after World War I and finally patented his invention in 1928. In 1930 he opened the first plant to manufacture the shaver in Stamford, Conn.

By that time the Colonel had solved the basic problems in translating his ideas into a marketable product. Up to that time there had been no electric motor available small enough and powerful enough to drive a shaving head and fit within the case of a shaver. The impulse motor developed by the Colonel for this specific application was the most powerful of its size in the world.

With some ups and downs, the business grew rapidly until World War II required a change-over to production for the armed services. By that time the small loft facilities had been changed and expanded to the point where, at peaks, 1,500 employees were making shavers.

In 1946 shaver production was resumed and the backlog of unfilled demand called for increased output. By then the double-head shaver was the standard model and manufacturing techniques had been improved greatly.

In 1951 Schick launched its tremendously successful Model "20". As shaving electrically became more and more accepted as the modern method and the proportion of men shaving electrically rose, pressure for increased production facilities made itself felt. The factory building which had grown around the original facilities became increasingly inadequate. Room for expansion was all too obviously lacking and by 1953 the company was studying the possibility of a new plant. Final plans were made in 1954 and the new Lancaster plant and headquarters, most modern in the electric shaving industry, was dedicated in 1955 after a whirlwind move from the old location.

Today more than one-third of all American men shave electrically and the percentage is growing steadily.

CIVIC ORGANIZATIONS - 1962

THE MARY FERREE SOCIETY



The Mary Ferree Society was organized on December 5, 1940. The club was founded through the efforts of Mrs. John J. Hess and Mrs. Arthur W. Eshelman, who were advised and encouraged by Miss Rebekah Sheaffer, who at that time was president of the Lancaster County Federation of Women's Clubs.

The purpose of the club is to develop the educational, civic, and social interest of its members; to advance the welfare of eastern Lancaster County; and to promote the progress and work of the Pennsylvania Federation of Women's Clubs.

The name of the club was chosen to honor Madame Mary Ferree, who was the first woman settler of Paradise.

The permanent project of the club is sponsorship of the Girl Scout Organizations of the area.

In the twenty-two years that Mary Ferree Society has organized there have been many projects that the members supported and to which they contributed. Financial help, moral support, supplying leadership and social activities are part of the Girl Scout project. The Girl Scout Cabin in the Paradise Memorial Park was built in 1958. Playground and some money for a supervisor was donated to the Recreation program at the Park.

With the generous help of Mrs. Charles I. Landis, the Carpenter's cemetery was reconditioned and the stone wall was repaired. For several years the upkeep of the cemetery was the Mary Ferree Society's responsibility.

Other projects have been the Penny Art Fund, folding compresses at the hospital, gifts to the County Home, gifts to Christ's Home, yarn and books for Rossmere, Twelfth Night Celebration, sponsoring historical essays, Care, War Service projects, war bonds purchased, annual award to a high school student outstanding in Social Studies, Post-Prom party, United Campaign, young people record dances, helped prepare Christmas seals for mailing, donated a turkey to Heart Haven at Thanksgiving, sale of Mary Ferree family tree, Meal for Millions, Bookmobile, Easter Seals, cancer drive, Vogue Fashion and Sewing contest, Art and Crafts courses, donated to the Woman's Medical College, bought stock in the Foreign Exchange Student program, planted memorial trees for deceased members, and gave money for dental care for needing students.

Over the years, we have had many varied and interesting programs such as: book reviews, travel talks, musicals, historical reports, flower shows and instruction in arrangements, current events, Girl Scout and health.

The money raising projects have also been varied such as bakes; rummage sales; fashion shows; bazarres; dance reviews; sales of Christmas decorations, candy, light bulbs, gift wrapping paper and writing paper; and festivals.

The present officers are:

President	Mrs. Lee A. Lefever
First Vice President	Mrs. Paul L. Martin
Second Vice President	Mrs. H. B. Frew
Treasurer	Mrs. William Riley, Jr.
Corresponding Secretary	Ms. Harry Cunningham
Recording Secretary	Mrs. John Keene

SOCIETY NO. 7 — FARM WOMEN



This organization of women has a dual celebration in store for 1962. This year marks the 40th anniversary of their organization. The following is a summary of the development of this organization combined with highlights of their activities over the years.

The first society of this type in Pennsylvania was organized in Somerset County in 1914 and was known as "Die Hausfrauen." In 1917, not being in sympathy with Germany for obvious reasons, the name was translated to the Society of Farm Women. This group then became known as Farm Society #1.

Lancaster County's first society was organized in the Lititz area in November of 1916 by a Mrs. Black and a Mrs. J. C. Brubaker. This means of providing an opportunity for socialization appealed to Mrs. Elizabeth Hensel Nauman who lived at the Bleak House. She, with the assistance of Ms. Abram Wolgemuth, of Society #2, then organized Farm Society #7 in the year 1921.

Eleven women met at the home of Mrs. Emanuel E. Keneagy on August 5, 1921. Mrs. Keneagy was elected President; Mrs. E. L. Denlinger, Vice-President; Mrs. Samuel Hershey, Secretary; Mrs. Lydia Rutter, Corresponding Secretary; and Mrs. Emma Denlinger, Treasurer. These officers served in the same capacity for nine years.

Of the eleven charter members the names of five are found on the rolls today. These are Mrs. Emma Denlinger, Mrs. Aldus Doutrich, Mrs. C. J. Keneagy, Mrs. William McIlvaine and Mrs. Walter Snead.

Membership today totals fifty-one members, whose homes are found in Paradise Township, Salisbury Township, Leacock Township, Strasburg Township, East Lampeter Township and one member from Chester County. Present officers include Mrs. Roy Lawyer, President; Mrs. William McIlvaine, Vice-President; Mrs. Charles Lichty, Secretary; and Mrs. Walter Snead, Treasurer.

The objects of the organization are:

(1.) To perpetuate in our homes that which was good in the homes of our grandmothers — love, sacrifice, patriotism and charm of real country life and an interest in churches, schools and community.

(2.) To have a social spirit eliminating any consideration of class, religion, politics or nationality and bring all together in the interest and welfare of farm women.

The record of the activities of this group speaks well of this group. The following list provides just a glimpse of a few of the activities in which this group participated.

- 1921 The organization year.
- 1923 Planned a meeting to discuss plans for building a new high school. Dr. Driver, head of the state department of rural schools, Arthur P. Mylin, Lancaster County Superintendent and the Paradise Township School Board attended.
- 1924 The Society sent thirty-eight quarts of canned peaches and ten quarts of jelly to the Service House of the American Legion Auxiliary in Washington, D.C.
Rossmere Sanatorium opened its doors.
- 1925 The group began to sew for the Lancaster General Hospital.
Route 30 became a concrete highway.
- 1927 Began giving garments to the Needlework Guild of America.
- 1928 Presented a Bible and a gift of shrubbery at the dedication of the new high school on October 31.
- 1929 Decision to give a silver spoon to all new babies of new members.
- 1930 Banks closed their doors.
Milk companies fail to pay farmers for the milk delivered to them.
- 1931 Cash gift sent to the Home of the Good Shepherd in Allentown. Ray Myers was a resident there at this time.
The Duponts displayed rayon and fiber glass at the Farm Show.
- 1932 A tree was planted on the high school grounds to commemorate the George Washington Bicentennial.
The Society watched a demonstration on making cream cheese.
Daylight saving time is introduced to the area.
- 1935 The Society made a quilt called "The double wedding ring" that was later sold for \$8.25 to Lena Rohrer. Money was donated to aid in the purchase of Wheatland as a national shrine.
- 1936 Mrs. L. C. Troop, while attending Rural Women's Week in Washington, D.C., shook hands with Eleanor Roosevelt.
- 1937 Planted a tree on the grounds of the Gap Centralized School.
- 1939 Established the English Award to be given to the outstanding senior who excelled in the area of written and spoken English.
- 1942 Collected bedding and hospital supplies for an emergency hospital and stored them in the Legion home.

- 1945 A quilt on which names were embroidered was completed and sold for \$17.50 to Roberta Keneagy.
Clothing sent to Holland.
- 1948 Society purchased a tree to be planted along the Blue Star Highway, Route 22, as memorial to boys lost in the war.
Contributed \$200 for the construction of the fireplaces to the Memorial Park.
- 1950 Started to sew cancer dressings. Mrs. Milton Esbenshade made 800 during this year.
- 1954 Donated money to Cleft Palate Clinic for treatment of a local girl.
- 1956 Society provides \$50 to pay for cost of mixer in the elementary school.
Planted shrubbery at the entrance of the new Pequea Valley High School.
- 1957 The Society offered financial assistance to the Mary Ferree Society in the erection of a Girl Scout cabin.
- 1960 At a pie baking contest the following prizes were awarded:
1. A two crust pie—Jane Brackbill
 2. Shoo-fly pie—Elsie Kellenberger
 3. Lemon Sponge—Nora Denlinger

HISTORY OF PARADISE TWP. LIONS CLUB by A. W. Lichty



On February 27, 1928, a meeting was held at Paradise Lodge by the Christiana Lions Club for the purpose of organizing the Paradise Twp. Lions Club. The following were elected to serve as the first officers of the Club:

President—Willis L. Herr; 1st Vice President—John H. May; 2nd Vice President—Sanford H. Senger; 3rd Vice President—S. Clayton Ranck; Secretary—Maurice Zimmerman; Treasurer—Samuel W. Zook; Lion Tamer—Ira L. Brown; Tail Twister—C. Pake Mowery.

The charter was delivered by District Governor W. H. Coleman, on May 17, 1928, at a meeting held in the I.O.O.F. Hall.

From the beginning, the club took an active part in civic improvement and community betterment. One of the first big undertakings was to aid the School Board in grading the athletic field on the new high school grounds. Under the chairmanship of C. Maurice Hershey hundreds of tons of earth were moved in order to level the field and give it the proper drainage. The Lions Baseball Club was organized about this time.

The first community fair was held on the high school grounds on October 18-20, 1928. These fairs were discontinued after 1934.

For several years the club arranged for summer homes for the Tribune Fresh Air Children of New York.

In 1931 the club organized the first 4-H club. Wilson P. Galt was chairman of this committee, which took seven boys and three girls to State College for a three day excursion. The Baby Beefs raised by the club were taken to the State Farm Products Show at Harrisburg.

The club has been instrumental in bringing several industries to the community. In 1932 money was raised to purchase the land on which to erect a garment factory. A movement to bring the Everite Pump industry to our community never materialized.

In 1933 the club saw the need for a new and larger post office building for Paradise. A resolution was drawn up and signed, and copies were sent to Congressman J. Roland Kinzer and the U. S. Post Office Dept. Later land was purchased and the present brick building was erected.

Early in 1935, through the efforts of the Safety Committee, of which Sanford Singer was chairman, the School Patrol was organized for the safety of school children going to and from school.

At this time the Boy Scouts in and around Paradise attended meetings at Bird-In-Hand. To make it more convenient for these Scouts, the Lions Club helped sponsor a Troop at Paradise. This Boy Scout Troop has remained active through the years and today has an enrollment of about 50 boys. The Lions also sponsor the Cub Scouts as well as an Explorer Post.

The primary interest of all Lions Clubs is work to aid the blind. In the past our club has furnished many pairs of glasses for needy children as well as for some adults, where finances were not available otherwise.

Arrangements were made by our club to enter a blind child from Salisbury Twp. in a school for the blind. Contributions are made annually to various Associations for the Blind. The club arranged for and paid the expenses of an operation on the eye of a child at the Wills Eye Hospital in Philadelphia. Arrangements were made for the treatment of a crippled child at the Hospital for Crippled Children at Elizabethtown. A committee of Lions took this child to the hospital for treatment.

The Lions Club Service Award is given to the outstanding boy and girl in the Senior Class of the High School who excels in the following: 1. Scholarship 2. Character 3. Citizenship 4. School Spirit 5. Leadership and Initiative 6. Co-operation and responsibility 7. Dependability and trustworthiness 8. Extra curricular activities.

In 1940 the club secured donations and helped raise funds to purchase the green and gold uniforms for the Paradise Twp. High School Band.

Several scrap drives were conducted by the club to raise funds to erect an Honor Roll for the Service Men of Paradise Twp. The Honor Roll was erected on the high school campus in July 1943. When this school became the Paradise Elementary School, the Honor Roll was moved to the Paradise Lions Community Memorial Park.

The Lions Club was instrumental in bringing the Blood Bank to Paradise. Nearly 1000 pints of blood were donated by the citizens of the community during World War II.

For several years the club conducted the clothing collection for the relief of war-torn European countries. With the aid of the schools and churches several tons of good, usable clothing were collected and shipped from the community.

During the campaign to raise funds for the Girl Scouts Camp of Lancaster County, the Lions helped to make the canvass in Paradise Twp. and vicinity. They furnished trucks and men to aid the Girl Scouts in

their collection of junk glass, proceeds of which were credited to the Girl Scout Camp Fund.

Late in December, 1946, a committee from our club, with Ellis Kramer as chairman, was appointed to organize a new Lions Club in the vicinity of Gap. On January 6, 1947, the Lions Club of Salisbury Twp. was formed and officers were elected. The Charter was delivered at a dinner meeting held at Coatesville on February 19th.

The Lions Club of Paraise was highly honored in the year 1946-47 to have a member of our club serve as District Governor of Dist. 14-D. This was Lion Arthur Eshelman. The District comprised 11 Counties. District Governor is the highest office that can be attained in the District. We are again honored this year (1962-63) to have another Lion from our Club to serve as District Governor, Lion Lee A. Lefever. Due to the fast growth of Lionism the District now comprises only two counties, Lancaster and Lebanon. To give you some idea as to the size of Lions International—as of June 1, 1962 The International Association of Lions Clubs has 650,480 members in 16,407 clubs in 117 countries and geographical locations of the free world. We are the youngest and largest service organization in the world today.

In the fall of 1947 ground was purchased for the Paradise Community Memorial Park. Since this time Minstrel shows were held, along with festivals and other fund raising activities to bring the Park to where it is at the present time. This year a well is being drilled and paved driveways are being put down at the Park. Other Organizations in the community have contributed to help make the Park attractive and functional.

For the past 10 years the Lions have sponsored the Midget Ball teams in the community, spending \$400.00 a year for this purpose.

The word LIONS stands for Liberty, Intelligence, Our Nations Safety. The present Officers of our Lions Club are:

President—Axel Johnson; 1st Vice President—Clay Bair; 2nd Vice President—James Nolt; 3rd Vice President—James Stoner; Secretary—A. Warren Lichty; Treasurer—Clarence Lefever, Jr.; Lion Tamer—Milan Kratzer; Tail Twister—Walter Graham; Immediate Past President—Walter Kellenberger; Directors—Floyd Hinden, Everett Fisher, Paul Clemens, Paul Reed.

PARADISE SPORTSMEN'S ASSOCIATION

by Everett Rapp

March 3, 1936 a group of interested men met in the rear of Charles Singer's Store to organize a sportsmen's association for Paradise and vicinity. Membership dues were set at 50 cents per year. The first officers of the group were: Pres.: Charles Singer; Vice Pres.: Lloyd Hanna; Secretary: Parke Girvin; Treasurer: Frank Lichty.

This association was very active in buying and distributing game in the farming area and stocking fish in the Pequea Creek. They presented merit badges to local boys for killing 10 or more water snakes. This association was dissolved in 1944 due to lack of interest.

Sixteen years later—March 3, 1960—another group met in the American Legion Home to reorganize this association. John Eicholtz, a District Game Protector,



explained the methods of such an organization and acted as chairman until the first officers were elected. Those elected were: Pres.: Robert Esbenshade; Vice Pres.: Robert Milley; Recording Sec.: Everett M. Rapp; Financial Sec.: Gordon Ressler; Treas. Donald Lichty.

They have a present membership of 316. They have developed a rifle range on the Round Top Road, which includes a clay bird trap, target ranges for archery, pisto, small bore, and hi-powered rifles. There are also fire places, picnic tables, swings and sand boxes.

Each year the club raises and releases pheasants and quail. They have also stocked a farm pond with trout and a quarry with bass.

They also sponsor an annual Horse Show at the Memorial Park. This year's officers are as follows: Pres.: Leonard Miller; Vice Pres.: Clifford Fryer; Rec. Sec.: Ronald McLaughlin; Fin. Sec.: Gordon Ressler; Treas.: Donald Lichty.

The Directors of the club are: Everett M. Rapp, Ralph Eby Jr., Arthur Rohrer, Kenneth Hershey, Lester Henry, Dr. Everett Denlinger, George Wenger, John M. King, Robert Eby, and John Madigan.

TANAWA POST AMERICAN LEGION

After the Veterans had returned from World War I several of them became interested in organizing an American Legion Post. An application for Charter was applied for from the American Legion State Department.

A temporary Charter was obtained in the early 1920's with fifteen members.

They received their permanent charter August 1, 1920 from the national organization. The number 409 stands for the 409th post organized in Pennsylvania.

John H. May, who organized the Post, was elected the First Commander. The fifteen charter members were: Ira Althouse, Harry Aument, Roy Aument, George R. Eberly, William A. Frew, Charles M. Glouner, Lester Homan, Edwin T. Kemrer (deceased), J. Paul Leaman, Luther L. Leaman, John H. May, William J. Rapp, Earl D. Shaub, Charles K. Singer, H. Earl Troop, (deceased).

For several years the meetings were held in the I.O.O.F. Hall. Then the meeting place was moved to the Witmer building (built in 1853) on the second floor and known as the Hershey Store Building during the 1920's.

The present Legion Home was purchased the seventeenth of March 1930 from I. Howard Kemrer. This building had been known as the Jacob C. Eaby property.

The membership for 1962 is 98 members. The 1962 officers are: J. Warren Keene, Commander; First Vice-Commander, Lawrence May; Adjutant, John H. Scott; Treasurer, Roy Grube; Chaplain, Parke Shaubach; Historian, Homer Hershey.



AMERICAN LEGION AUXILIARY

On May 23, 1922 the members of the Legion Post #409 called a meeting of their women folk in Paradise I.O.O.F. Hall. Only mothers, wives, sisters, and daughters were and are eligible to become members of an Auxiliary to any Legion Post.

Mrs. Martin Manheim came to explain the work of the Auxiliary, which is aiding and rehabilitating Veterans who were disabled in the service of their country, and giving aid and care to children of these Veterans. These women decided they wanted an auxiliary formed.

A temporary charter was applied for and was received shortly. The permanent charter was received on July 19, 1922 with forty-four charter members.

Meetings were held monthly first in the I.O.O.F. Hall, then in various members' homes and in the Hershey Store building on the second floor.

Mrs. John H. May, organizer, was elected the First President.

For forty years the Auxiliary has been active in aiding Veterans and their families with food, clothing, toys at the holiday season, use of hospital beds wheelchairs, crutches, etc.

The unit also paid part of the mortgage on the present Legion Home.

Membership for 1962 is one hundred and eight members. The officers for 1962 are: President, Miss Mae Hersh, (completing 12th term); First Vice-President, Mrs. Esther Bryson; Second Vice-President, Mrs. Bertha Fiester; Secretary, Mrs. Elmer McGinnis; Treasurer, Mrs. Thelma Ammon; Chaplain, Mrs. Mildred Joe; Historian, Mrs. Dora Hersh; Sergeant-at-Arms, Mrs. Jean Shaub.

PROFESSIONAL CITIZENS - 1962

ALLEN G. BRACKBILL, M.D.

Allen G. Brackbill, M.D., a native of Lancaster County, is the son of Martin H. and the late Mary C. Weaver) Brackbill and is a direct descendent of Benedick Brackbill, who, as a Mennonite Bishop, with a group, settled in 1717 in what is now known as Strasburg Township. Dr. Brackbill's mother died a year ago at the age of 81 and his father, now living in retirement, is in good health at the age of 81.



Dr. Brackbill was born in the city of Lancaster on January 22, 1904. He received his early education in the schools of Lancaster City and Lancaster Township. He was graduated from the Lancaster Boys High School in 1921. He received his premedical education at Franklin & Marshall College, Class of 1925. Four years later he was graduated from Hahnemann Medical College, Philadelphia, Pa., as a Doctor of Medicine. While in medical school he was a member of the Glee Club for four years and the Hahnemann swimming team for three years, during which he received his Examiner's Certificate in life saving from the American Red Cross.

While in medical school he was a member of Pi Upsilon Rho, a National Medical Fraternity, for which he served as its President in 1928. He was also Vice President of his class in his senior year. His internship and residency were served in St. Luke's Medical Center and Broad St. Hospital in Philadelphia.

Dr. Brackbill began general practice in Paradise in 1931 which obstetrics, eye, nose, and throat, x-ray diagnosis and post graduate studies from Woods-Gillespie Post Graduate School of Eye Refraction, Northwestern University, Chicago, Ill. He served as Assistant Surgeon at St. Joseph's Hospital, Lancaster, under the late Dr. Charles W. Ursprung and has been on the courtesy staff of both St. Joseph's Hospital and the Lancaster General Hospital for the past thirty-one years.

During World War II he received a commission of Lt. Commander in the U.S. Navy as a member of the Medical Corps, where he served for almost four years.

His tours of duty were at the Norfolk Naval Operating Base and Camp Perry Naval Construction Training Base. He was the first medical officer at the Navy V-12 Unit at Franklin & Marshall College, Lancaster, where he put into commission its first naval medical unit. He also served in the Pacific on sea duty as Senior Medical Officer on the USS Okaloosa. After 18 months he was sent to the Phila. Naval Hospital from which he was separated from the service as a Commander in 1945. While in the Pacific he was in the Okinawa invasion and was Senior Medical Officer of transport force, which landed the first marines in Japan. Prior to entering the service at this time, under his supervision the Paradise American Legion Home was equipped and set up as a Disaster Relief Hospital.

He is a member of the Lancaster City and County Medical Society and served as its president in 1952, the Penna. Medical Society and the American Medical Association, a member also of the Hahnemann Association Alumni, Lancaster Lodge 134 Benevolent and Protective Order of Elks since 1936.

Dr. Brackbill married Marian Elizabeth Topper, daughter of the late F. V. and Eleanor Mae Topper, McSherrystown, Pa., in 1930. Mrs. Brackbill graduated from St. Joseph's Hospital, School of Nursing, Lancaster, in 1927 and a post graduate in surgical nursing from the Graduate Hospital in Phila. She served as Chairman for the American Red Cross Paradise Township Unit during World War II and is a member of St. Joseph's Hospital Alumnae Association and a charter member of the Paradise Auxiliary of St. Joseph's Hospital.

Dr. and Mrs. Brackbill have two children. Allen Gordon Brackbill, Jr., a graduate of St. Joseph's College, Phila., married to Rita L. Brightbill, formerly of Myerstown, Pa., in 1961. He is associated with the Fulton National Bank, Lancaster, as an Assistant Auditor. Eileen Marie attended Immaculata College, Phila., Pa., and was graduated from the Lancaster Business School, Lancaster. She is married to James H. Stoner, formerly of Millersville, Pa., and they have two children, Sue Ann and James Allen.

DAVID E. KRUSEN, M.D.

Dr. David E. Krusen, coroner for Paradise Township since 1959, first started practice in Paradise in 1948. He was born in Norristown on January 31, 1922. His education included Norristown High School; Mercersburg Academy; Ursinus College, where he was granted a B.S. in 1944; and Hahnemann Medical College, where he received his M.D. degree in 1947.

His military experience included basic training in Camp Pickett, Va., in 1943 and an Army Specialized Training Program from 1943 to 1946. After a few years of practice, Dr. Krusen was again affiliated with the U.S. Air Force. He was a graduate of the U.S.A.F. School of Aviation Medicine in 1951. He served as Flight Surgeon, 62nd Fighter Squadron, from 1951 to 1953, and was stationed at O'Hare Field, Chicago, Ill., until his discharge with the rank of Captain.

The organizations with which Dr. Krusen is associated include: Lancaster City and County Medical Society, Medical Society of the State of Pennsylvania, American Medical Association, American Academy of General Practice, a staff member of the Lancaster

General Hospital, a courtesy staff member of St. Joseph's Hospital and the Rotary Club of Paradise.

He was married to the former Barbara Hooper of New Holland in 1945. They have three children, twins Debra and Diana, and David, Jr.

ROBERT A. CRANDALL, D.D.S.

Robert A. Crandall, the only dentist in the township in the year 1962, was born in Philadelphia on April 26, 1920. He was graduated from the Temple University School of Dentistry in 1943. Having been commissioned 1st Lieutenant, U.S. Army Dental Corps, in October of 1943, he served three years as an Army dentist



in World War II. His overseas duty included North Africa and Italy. He was discharged with the rank of Captain in October, 1946. He opened private practice in Philadelphia and was a part-time instructor at Temple Dental School from 1946 to 1950.

Dr. Crandall moved to the Paradise area in 1950 and has been practicing dentistry since then. He married the former Joyce Hooper of New Holland on September 14, 1946. They have two sons, Jeffrey and Craig.

RALPH W. EBY, JR.

Ralph W. Eby, Jr., was born June 1, 1915, at Paradise and, except for one year in Lancaster and two years in the Navy, has always been a resident. He was graduated from Paradise High School in 1931, Franklin and Marshall Academy in 1933, Franklin and Marshall College with an A.B. degree in 1937 and The University of Pennsylvania Law School with an L.L.B. degree in 1940. He was admitted to the Bars of the Local Courts and the Supreme Court of Pennsylvania in April of 1941. He was commissioned an Ensign in the Navy in March of 1944, shipped to the Pacific in November of 1944 and served from then until the end of the war as a communications officer of the Staff of Admiral C. W. Nimitz, Commander-in-Chief of the Pacific Fleet. He was discharged with the rank of Lieutenant, j.g. As an elective official he served for seven years on the Paradise Township School Board. He has a wife, Susan, and three children, Nancy, Peter and Michael.

DR. HAZEL M. FLORA, CHIROPRACTOR

A graduate of Paradise High School, Class of 1933, Dr. Hazel Flora, Chiropractor, first attended Lancaster Business College during the year 1943. Later in an attempt to better serve mankind she entered school at the Columbia Chiropractic College, Baltimore, Md., in January, 1951. She was graduated from this school four years later, in December 1954. Her internship was completed in New York City Clinic. She then began practice in 1955 in Leaman Place. Her new offices were opened in 1961, in the home she built along the Belmont Road.

Dr. Flora experiences continuous bi-annual study sessions at Ann Arbor Clinic, Ann Arbor, Michigan.



SAMUEL S. WENGER

Samuel S. Wenger, attorney-at-law, was born on December 25, 1903, in Ephrata Township. A son of Benjamin Groff Wenger and Lizzie Nolt Stoner Wenger, he is a descendant on both maternal and paternal lines from Hans Groff, one of the original settlers of Paradise Township.

His schooling includes Ephrata High School in 1921, Millersville State Normal School in 1924, an A.B. degree from Elizabethtown College in 1927, an A.N. degree from University of Pennsylvania in 1933 and an L.L.B. degree from Temple University School of Law in 1937.

Intermittently through the years 1922-1934 Mr. Wenger taught school in the Public Schools of Lancaster County. Included in this was the principalship of the Paradise High School from 1930-1934.

He established a law office in 1937 and has been engaged since that time primarily in two areas of law; namely, real estate transactions and settlement of estates.

He was married to Ella Mae Esbenshade in 1936. They have five children: Samuel E., teaching school in Twillingate, Newfoundland, Canada; Marlin E., a student of the medical school at Temple; Sara E., a senior at Elizabethtown; Louise E., entering E-town this fall; and Richard E., a sophomore at Pequea Valley.

EVERETT E. DENLINGER, V.M.D.

Residing in Paradise and conducting a large animal practice which requires one full time assistant is Everett E. Denlinger, V.M.D., a 9th generation descendant of Mary Ferree.



Born on December 17, 1915, on a farm on the Kinzer road, he attended first grade at the Kinzer elementary school. His father, E. L. Denlinger, then moved to Vintage to become operator of the Vintage General Store and the family moved to the building. Everett completed elementary school here.

He is a graduate of Paradise Township High School, Pre-Veterinary Medicine Course at Franklin and Marshall College and the University of Pennsylvania School of Veterinary Medicine.

He is married to Martha Wenger and is the father of Linda, who is married to Dr. Garry H. Carson of Wray, Colorado. They have a daughter, Jill.

DR. CURTIS ALBERT ZILLHARDT

Dr. Curtis Albert Zillhardt, Dr. Denlinger's veterinary assistant since June of 1958, is a native of Berks County. He is a graduate of Shillington High School, Albright College, and the University of Pennsylvania School of Veterinary Medicine.

Dr. Zillhardt resides in Paradise with his wife, the former Phyllis Gruber.



RAY R. MYERS

Of the many people who were born within the area of Paradise Township, probably no one was born with the challenge of Ray K. Myers. This son of Mr. and Mrs. William Myers was born armless.

He grew as any little boy, but he used his feet to play much in the same manner that children use their hands. He walked to school, a distance of several miles, and found that he could successfully compete with his peers in learning. With the assistance of the New Holland Lions Club, and later local groups, he was placed in the Good Shepherd Home for Crippled Children in Allentown, Pa. Here he entered high school and was graduated with honors after four years. While in school he played trombone, studied art, and learned to play an Hawaiian guitar.

He played and sang for church groups and other small gatherings. In 1933 he contacted Robert L. Ripley of the "Believe it or Not" program. Through the efforts of this group, he was booked for the Chicago World's Fair.



Upon his return he bought a car and eventually secured a driver's license in the state of Pennsylvania. He, since that time, has obtained a licence to drive in Maryland, Ohio, West Virginia, and Virginia.

A series of radio programs followed. He sang and played on WGAL, Lancaster, Pa.; WWVA, Wheeling, W. Va.; WEEU, Reading, Pa.; WHAS, Louisville, Ky.; WSVB, Harrisonburg, Va.; WKBN, Yorktown, Ohio and others.

Mr. Myers married Eleanor Jane Sturm on December 22, 1936, on the stage of the Fairmont High School in Fairmont, West Virginia. They are parents of two boys.

Among the accomplishments of Ray are the shooting of rifles and the washing of his car. There are few operations that differ in the way Ray lives from that of others. The difference is in method only.

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THE CALL TO ARMS

By Charles Burgess

WAR OF 1812

The Intelligencer and Weekly Advertiser of Lancaster, dated June 6th, 1812 informed the public, "With pleasure we state that the Pequea Rangers, a volunteer rifle corps, commanded by Captain John Slaymaker, Jr. of this county, and composed of gentlemen of different politics, on Wednesday last unanimously resolved to tender their services to the governor for the defense of their country, as a part of the quota of Pa." Thus Lancaster county was ready for war with England twelve days before Congress formally made its declaration.

In the spring of 1831, Sir John B. Warren, commander of the British fleet in Lynhaven Bay, despatched a frigate, two brigs and four prize schooners to ravage the shores of the Chesapeake. Rear-Admiral Sir George Cockburn, who commanded this fleet, threatened to destroy Elkton, Md. Companies from Chester and Lancaster counties went to the defense of Elkton.

On Thursday, May 13th, 1813, the Pequea Rangers, commanded by Captain John Slaymaker, Jr. joined the Lancaster Phalanx a few miles below Strasburg. The Lancaster Journal of Thursday, May 20th, 1813, states: "The journey of the volunteers to Elkton was rugged and wet, but they bore it well. The Phalanx, the Lancaster Yagers and the Pequea Rangers are all quartered in a convenient house, close to Elkton. Their intention is to stay about three weeks. At all events, when, if no danger appears, they will return; but if necessity should require it, they will stay longer."

The Pennsylvania Archives, 6th Series lists the members belonging to the Pequea Rangers Rifle Corps in the 2nd Brigade, 4th Division, 98th Regiment on November 14th, 1814 with one captain, two lieutenants, one ensign, four sargeants, and 56 privates.

The Pequea Rangers was disbanded with the following resolution sent to Nathaniel W. Sample, Inspector of the 2nd Brigade, 4th Division of Penna. Militia:

Whereas at a meeting of the Pequea Rangers formed within the bounds of the 98th Regiment, Second Brigade, Fourth Division Penna. Militia held on the 24th Day of October A.D. 1814. It was resolved unanimously that they tender their serving to the Governor of the Commonwealth of Penna. according to the laws of said Commonwealth as a Volunteer Corps of Riflemen. Therefore, it is requested that this be considered as a tender of the services of said corps.

In witness whereof we have hereunto annexed our names this twenty-fourth Day of October A.D. 1814.

Samuel Hasson, Capt.

Elijah Ferree, 1st Lieut.

Isaac F. Lightner, 2nd Lieut.

John Caldwell, Ensign

Among the soldiers of 1812 who are buried in Paradise Township are the following in Old Leacock Presbyterian Churchyard:

John Slaymaker, Jr., born Nov. 18, 1772 and died Sept. 4, 1863. He married Jeannett McIlvaine, and they were the parents of twelve children. He was known as "Captain John," and was a grandson of

Mathias Slaymaker, the original settler. He was an elder of the Old Leacock Presbyterian church.

Nathaniel W. Sample, Sr. M.M.

John Hamilton of the Pequea Rangers

John Best

John Steele, Captain of the Infantry

Andrew Noble, born 1791 and died 1857

Robert Cain, died May 9, 1835 aged 53 years

Buried in Carpenter's Graveyard, south of Paradise are:

Isaac F. Lightner, born 1794 and died in 1836. He was the son of John and Leah Lightner and grandson of Joel Ferree, the gunsmith. He served as 2nd Lieutenant in the Pequea Rangers under Capt. Samuel Hasson.

John Filson, General, died 1837 age 53 years

Buried in the Paradise Presbyterian Churchyard are: Thomas Dobson, born March 3, 1786 and died Jan. 26, 1852. His wife was Eliza. He was a private in the Pequea Rangers under Capt. Samuel Hasson.

Joseph S. Lefever, Born May 8, 1795 and died April 10, 1875. He was a private in the Pequea Rangers under Capt. Samuel Hasson.

Reuben Ferree, who was a member of the Pequea Rangers, was the son of Isaac Ferree, a private in the Revolutionary War, and a grandson of Joel Ferree, the noted gunsmith. Reuben was living in Mifflin Township, Dauphin County, Pa. as late as 1838 and later moved to the state of Iowa.

TOWNSHIP IN BALLOON WARFARE

Of the many men from the area who served as members of the Armed Forces during World War I, two of these became members of a branch of the Aviation Corps, a branch unique to World War I.

Charles K. Singer and George M. May were members of the aviation corps and were transferred to the balloon school. They received their training at Fort Omaha, Nebraska, the only location for a ballon corps school.



During the war this branch of the military service was as efficient as it was necessary. Observation balloons were sent to a height of 3600 to 6000 feet in order that the men who were riding the baskets attached could detect movements behind enemy lines and could direct the fire of the heavy artillery. Contact was made with the artillery stations by means of a telephone cable attached to the cable that held the balloon stationary with regard to the ground.



Charles Singer served overseas for eighteen months and took part in five U. S. Army engagements. The balloon company was attached to the division that was in the front lines. His company lost the first U. S. balloon ever lost on foreign soil. It was shot down by a 1917 German plane.

At Fort Omaha, which is still a military post, the company of 250 was organized. At this base men were taught the structure of the balloon, how to splice the ropes, how to handle hydrogen gas (used for inflating the balloons), how to tie the necessary knots, how to maneuver the balloon both on the ground and in the air, how to read maps, and how to make maps showing profiles.

This company lost many men during its tour of duty. The major danger was the use of gas warfare. Mr. Singer has in his possession the mask that saved him from harm on several occasions.

Gas warfare and balloon reconnaissance have both given way to other methods of warfare.

George May also completed his training at Fort Omaha, but he was assigned as a bugler at the same base. This same man also served as principal of the Paradise High School for a short time.



WORLD WAR I

These are the people from the area who served in the First World War: Jonas James Pickle, Co. A 109th Inf., 28th Division—killed in action:

Edwin T. Kemrer

Harry B. Kneip

Park Keene

Luther Leaman

Paul Leaman

Chas. L. Miller

John H. May

Geo. M. May

Lawrence C. May

Horace G. May

Preston Miller

Clarence Mowery

J. Warren Myers

Arthur D. Park

Amos Rutt

Clyde Stevens

Chas. Singer

Raymond Shearer

William Shoemaker

Frances Workman U.S.N.C.

William Workman

Robert D. Workman

Theo. Uhler

Charles Aulthouse

Marvin Aulthouse

Lloyd Axe

Park P. Bryson

Willis Buckwalter

Marcus Buckwalter

John H. Bowers

John E. Denlinger

Enos Doutrich

Lloyd A. Diehl

Roy Eckman

Joel D. Eshelman

Warren M. Elville

Frank Eby

Benjamin Feister

Wm. A. Frew

Robert Galt

William Galt

John F. Herman

Arthur S. Herman

Ernest Herr

Harry W. Hershey

Lester Homan

The above listing was taken from the Honor Roll that is hanging in the town Post Office.

Ira L. Trout, one other man from the area, paid the supreme sacrifice in the service of his country in 1917.

HONOR ROLL

CLAIR ACKER	LAMBS BROWN
JOHN ACKER	RAY BICKWATER
RAY ACKER	HARRY BICKWATER
DONALD ALDRIDGE	ALVIN BICKWATER
WILLIAM ALSTIN	JACK ARPENTER
JOHN ANDREWS	WILLIAM CHILD
DONALD ALMIST	AMOS CLARK
EARL ALMIST	EUGENE CLARK
WALSH ALTMAN	JOHN CLIMMONS
HERBERT AXE	WILLIS CLIMMONS
LLOYD AXE	JOSEPH CLIMMONS
MARKEE BENNER	JOHN DANIELS
RAYMOND BENNER	JOSEPH DAVIS
REHARD BENNER	ROBERT DENNISON
JAMES BOYER	ARTHUR DOLLINGER
ROBERT BUCKLEY	EDWARD DOLLINGER
TARLETON BEANE	EDWARD DENINGER
KENNETH BEANE	PHILADE DENINGER
D. ALDRICH BELL	ROBERT DENINGER
LAMBS BROWN	MARRIN DENINGER
AMOS BRENNER	WILLIS DENINGER
EARL BROWN	MILLIE DOUGH
EMORY BROWN	REHARD DOUGH
JAY BROWN	CHESTER DOWDLE
KENNETH BROWN	KENNETH DILL
LEE BROWN	RALPH EBY JR.
JANET BICKWATER	STANFORD EBY
ELTON BICKWATER	WILLIS EBY
JOHN BICKWATER	PAL ECKMAN

HAROLD EBERLY	PAUL BEGG	MELVIN HARSH	DONALD MARTIN	ARTHUR RYNIER
CHARLES ECKMAN	VERYL GREGG	CARL C HOMAN	PAUL MARTIN	GORDON RYNIER
JOHN EDNEY	TERMAN GREGG	HAROLD HORN	FRANK MARLIN	WAYNE RYNIER
WILLIAM EENEY	GEORGE GILL	JOHN HERMAN	ROBERT MCINNIS	KENNETH RYNIER
JEAN EMERY	CLAIR GIBVIN	RALPH HOSHNER	LESTER MCINNIS	HAROLD RYNIER
CLAIR ESKENSHADE	SAMUEL GIRVIN	CLYDE HUCK	WILMER MCINNIS	ROSS RYNIER
KEN ESKENSHADE	ERNEST GRAHAM	STANLEY HOOKEY	CLARENCE MOORE	JOSEPH REISE
PARK ESKENSHADE	JACK GRAY	THOMAS HOOKEY	ROBERT MOORE	JOSEPH RUSSEL
ROBERT ESKENSHADE	CHESTER GROFF	HOWARD JOE	JAMES MANN	HARRY RUSSEL
STANLEY ESKENSHADE	EARLE GROFF	ROLAND KENDIG	FRANKLIN MANN	ROBERT REESE
EKENE ESHELMAN	ELVIN I. GROFF	RICHARD KENBIG	HENRY METZLER	PAUL ROHRER
HAROLD FEISTER	FRANCIS GROFF	ROBERT KENDIG	WARREN MYERS	PAUL RICE
CLYDE FEISTER	HAROLD GROFF	RICHARD KENDIG	DONALD MILLER	WALTER RANIK
RICHARD FEISTER	LAVERNE GROFF	EMANUEL KENKAY	GRANT MILLER	NORMAN RESSLER
CLAUDE FEISTER	MARIE GROFF	MIRIAM KENKAY	LEWIS MILLER	WILLIAM RITTER
ANDREW FEISTER	RALPH GROFF	WORTH KENKAY	PAUL MILLER	RALPH ROWE
SAMUEL FEISTER	CHAYER HOKER	CLARENCE KENE	HAROLD MILLER	WALTER ROBERS
ELMER FEISTER	CLARENCE HERSHEY	WARREN KENNED	KENNETH MOWER	ALFRED SHEARER
EARL FEISTER	HOMER HERSHEY	DARTY KRAMER	ROGER MURRAY	FRANKLIN SHEARER
THOMAS FEISTER	GLEN HERSHEY	ELWYN KRAMER	ROBERT MURRAY	RAE SIMPSON
CARL FEISTER	BARRE HERSHEY	ROBERT KLING	BARRE MCINNIS	ROYN SIMPSON
LEROY FEISTER	HOWARD HERSHEY	RAY J KRAFFMAN	CLAYTON MCGILLIBR	GEORGE SIMPSON
CLARE FENNINGER	CLARENCE HERSHEY	KENNETH KREIDEN	ALFRED MCILLIPS	CHARLES SHARP
JAMES FOLKER	MILTON HERSHEY	LEE KOLLER	MILES PERNNEGER	PAUL SENSENG
WILLIS FRANKENBER	SAMUEL HARNISH	JOHN KURTZ	RAY PLANK	CLAIR SKILES
EVERETT FISHER	BARLAN HERR	HAROLD LICHTY	ALDEN LITZ	RAYMON SALADA
HAROLD FLODA	WILBUR HERR	JOHN LICHTY	GENE LITZ	ALVIN SHIRE
OLIVER POLKNER	DONALD HOFFEKER	JAMES LICHTY	WILLIAM RAFF	PAUL STEENDA
EMORY FARREL	RICHARD HOFFEKER	WARREN LICHTY	RICHARD RATHMAN	EARL STRACH
WILLIAM FREW	WILLIS HOUCK	STANLEY LICHTY	LESTER BEAM	ALFRED SREINER

RONALD SINGER	EDWARD SINGHER	EDWARD SINGHER
HILLY SPILLS	EDWIN STAMMARD	WILLIAM STAMMARD
CHARLES STETTER	SHALAN STAFFEL	AMOS ZOOK
ESTHER STORER	LESTER STONER	JOHN'S ZOOK
ETHEL STONELY	EDWARD STEELZIN	EDWARD STEELZIN
NORMAN STUEZIN	ROBERT TROOP	JOHN TROOP
ABRAHAM THOUT	CHARLIE THOUT	JOHN TROOP
BERNARD WALKER	EDNA WENGER	EDNA WENGER
HARRY WENGER	JOHN WEINER	JOHN WEINER
ROBERT WATSON	OSCAR WANGER	OSCAR WANGER
MERRIL WEINLEY	BENJAMIN WALKER	BENJAMIN WALKER
AMOS WILMER	ETHEL'S WINNER	ETHEL'S WINNER
JOHN WILSON	LENEWOOD	LENEWOOD
LENEWOOD	WARREN YOUNG	WARREN YOUNG

WORLD WAR II

World War II is a period of history that remains quite vivid in the minds of the adult residents of the community, but to students in school it is just another section of history. Most of today's school children were not born until after the explosion of the atomic bomb in August, 1945.

This section was prepared to acquaint today's teenager with a few of the contributions of the youth of the 1940's. It was September of 1940 that President F. D. Roosevelt signed and put into effect the first peace-time draft, or conscription law, in the history of the U. S. Within a year more funds had been spent on preparing the U. S. for the inevitable than the entire cost of World War I. Before the war closed, senior boys in their final semester of high school work were drafted into military service. Three members of Paradise's Class of 1944, Jack Acker, Maurice Benner, and Norman Ressler, were among this group.

An Honor Roll was erected on the school lawn, on which was placed the name of each youth who entered the service from the township. A few names of youth who lived elsewhere but who attended the Paradise churches were also included. This honor roll has since been moved to the entrance of the Paradise Memorial Park, a fitting place since the park was developed by the community, under the direction of the Lion's Club, to offer tribute to those who paid the supreme sacrifice.



There were six men from Paradise who gave their lives during this war. These men were Henry Metzler, Allan Steed, Alvin Shirk, Lee Houf, Everett Stoner, and Arthur Rynier.

The faculty of Paradise High lost one of its members when Sara E. Brown enlisted in the WAVES. Miss Brown, an excellent teacher of Latin, ancient history and English, entered the armed forces in 1942 and remained there until her death in 1960.

Mr. and Mrs. William J. Feister found themselves in a position that was unique as a result of the war years. Six of their sons were involved in some branch of the armed services. Samuel, the first to enter, was followed by Earl, Harold, Thomas, Wilmer and Carl. Earl was awarded a Bronze Star for action above and beyond the call of duty. The citation sent to his parents read "For heroic achievement in action against the enemy on October 22, 1944 in France."

Thomas, one of the two who were members of the Navy, served on the **Intrepid**, an aircraft carrier that was hit by a Kamikazi plane and was repaired only to be torpedoed. The ship was again repaired and won fame for itself in 1962 by being the ship to rescue Scott Carpenter, the second U. S. astronaut.

THEY ALSO SERVED

The women of the area have been eager and willing to take positions of service for their country. In World War I Frances Workman, daughter of Rev. and Mrs. Workman, entered the Army Nurse Corps. She left Paradise in 1918 and served at the base hospital of Camp Gordon, Ga., and later on at the Army General Hospital No. 41, Fox Hill, Staten Island, N. Y.

World War II introduced another area for women to serve. They were recruited to work in clerical and other non-combatant areas of the various branches of the armed forces. One of the women from this area was Kathryn Denlinger, daughter of Ezra and Elizabeth Denlinger, a direct descendant of Mary Ferree. Kathryn chose the Women's Marine Corps and served in several camps located in southern U. S. A.



Miriam M. Keneagy, daughter of Mr. and Mrs. C. J. Keneagy, enlisted in the Army Nurse Corps in 1942. Her tour of duty included the European Theatre of Operations where she served as a nurse on the staff of the 160th Station Hospital. She retired with the rank of captain in 1945. At the present time she is employed in the Veterans' Administration Hospital in Baltimore.

BASEBALL AND PARADISE

Paradise has been the scene of many exciting moments in the area of sports. Chief among these moments are those that took place on baseball diamonds. Baseball teams have developed around the area even in the 19th century. Several of the teams are pictured in this area to inform the youth of today that the elder members of the town wrote records that are worthy of note fifty or more years after their writing.

The team of 1908 accomplished a feat that no other team was able to do when they defeated the Lancaster Monarchs. That year the Monarchs were a group of amateurs, but they were described as the "tops in the county". Paradise's pitcher, "Hon" Hershey, was able to hold this team at bay, and the team won by a score of 5 to 4.

One of the team members, Marshall Miller, accidentally kept an old newspaper that included a write-up of this game that was played on the Paradise field. This article reads:

The Paradise Diamond

"The crack Monarch team of Lancaster unexpectedly got a large quantity of starch taken out of them on Saturday when they played the Paradise Baseball Club. The sport of the game, however, was somewhat marred by the senseless kicking of the visiting team which seemed to be done just for the sake of kicking as it is said they have the habit.

The features of the game were the excellent battery work of Paradise's striking out of ten of what is considered the heaviest amateur hitters in the county, allowing only nine hits and no walks; the sensational catches of Marshall Miller and the splendid all around playing of Catcher Shanberger (catcher for Monarchs but a native of Paradise).



Left to right (back row) Earl Park, Jack May, C. M. Hershey, Ralph Eby, Levi Reemsnyder, Parke Lichty. (Front row) Marshall Miller, Paul Reed, Charles Miller, Lawrence Wenger.

This picture was taken one week after the Monarch victory. Several others who played on the Paradise team during the years 1908 to 1912 are included.



The players are: Standing — Jack Kellenberger, Arthur P. Mylin, C. M. Hershey, Jack May, Frank Hoak (umpire), Earl Park, Sam Herman, Ralph Eby. Sitting— C. Parke Lichty, Paul Reed, Marshall Miller (holding Paul Danner), Charles Miller, Luther Groff (bat boy).

Box Score for Monarch game

	R	H	O	A	E
C. Miller — Short Stop	2	1	1	2	0
J. May — 3rd Base.....	0	3	0	2	0
E. Park — Right Field.....	0	1	0	0	1
P. Lichty — 2nd Base.....	0	0	0	0	0
L. Wenger — Left Field.....	0	0	2	0	1
M. Miller — Center Field.....	0	0	2	0	0
L. Reemsnyder — 1st Base.....	1	2	10	0	0
P. Reed — Catcher.....	1	0	10	1	0
C. Hershey — Pitcher.....	1	0	2	3	0

2 out when winning run scored. Two base hits — May — 2. Struck out by Hershey 10. Time of game 1 hour 45 minutes. Umpire Hoak."

This team travelled by trolley to all areas of the county. Terre Hill was a trip memorable to the men even today.

Best Wishes to our Neighbor Community
on Your 250th Anniversary

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A reminder of the YMCA that was active in the town is this team. The members include Ira Trout, Ed Kemrer, Charles Singer, Parke Mowery, Lawrence May, George Mowery, George May, Earl Graeff, Charles Miller, and Claude Eby, manager). The date is approximately 1917. One member of this team, Ira Trout, was killed during World War I.



The Paradise Township Lions Club organized a baseball team in the late 1920's as a means of recreation and as a means of civic improvement. Through the assistance of this group the baseball diamond at the high school was graded and developed. This team was managed by Sanford Senger, and the players were Paul Reed, Harold Stauffer, Clyde Lichty, Ray Acker, C. Maurice Hershey, Parke Mowery, Jack May, Ed Kemrer, Samuel Zook and Ezra Denlinger.

The 1950 Paradise High School baseball team won all 12 games during the season and won the Section III title. They then played Elizabethtown for the County Championship at Stumpf's Field on May 30. At the end of the seventh inning Coach George Althouse's team walked off with a 5 to 1 victory and the county crown.

1950 Baseball Schedule	Score
East Lampeter	7-6
Warwick	22-1
Denver	21-2
Salisbury	10-0
Upper Leacock	6-1
New Holland	5-3
East Lampeter	22-9
Warwick	9-1
Denver	13-1
Salisbury	4-1
Upper Leacock	14-7
New Holland	4-3
Elizabethtown (playoff)	5-1



Standing — M. Reiniold, A. Hershey, D. Smoker, R. Zimmerman, G. Wertz, G. Althouse—coach.
Kneeling — W. Landis, J. Byers, C. Frackman, C. Mesh-ey, H. Strubel, R. Shirk.



A VIEW FROM THE PEAK

by Diana Eddy

A vast and frightening view confronts us tonight as we stand on a precipice objectively viewing the surrounding world. We become acutely aware of our solitude. Our peak seems no less lonely for being shared by an entire class. We, as individuals, and as a class, feel much as Lord Byron did when he said, "I stood among them, but not of them; in a shroud of thoughts which were not their thoughts."

We each believe our thoughts are unique, but the common feeling of loneliness binds the class together more than any other thing.



UNDER THE LINDEN
(The Lightner Home)

This feeling arises from a realization that we have been severed from a comfortable, secure past life. Already our thoughts fall less and less on school matters and more on future plans. Long-established bonds of common friendships, experiences, and backgrounds begin to disintegrate and all attempts to retain them are futile. Without these essential ties, old friendships cannot help but die.

To prevent the potential vacuum, we will—indeed, we must—make new friends. From mere strands of common interests, new bonds will slowly grow and strengthen. Chance statements, "Oh, you're from Pennsylvania, too," or, "I didn't know you knew Harry" may lead to close, though not unbreakable, friendships. This knowledge consoles us, but at the same time we realize that we can know these people only more superficially than past friends.

This lack of mutual understanding will be compounded as we move away from the protection of our parents to at least semi-independent lives in college, marriage, or new occupations. Symbolically, from this point we are to make our own decisions, regulate our own lives. We alone have the power to create, or destroy, not only our lives, but the lives of others. With this awful responsibility comes the loneliness common to all leader.

Although we have been preparing for this challenge for many years, it will not be easy to face decisions alone, especially when others oppose us. To survive, we must develop an attitude similar to that expressed by James Joyce in his **Portrait of the Artist As a Young Man**.

"I fear many things—dogs, horses, firearms, the sea, thunderstorms, machinery, country roads at night. . . . I do not fear to be alone or to be spurned for another or to leave whatever I have to leave. And I am not afraid to make a mistake, even a great mistake, a lifelong mistake and perhaps as long as eternity is long."

Far from fearing aloneness, we must welcome it as evidence of our individualism, proof that we have thoughts and ambitions different from others and incomprehensible to them. Great men have often felt misunderstood and "out of tune with the times" because they followed their own ideals. We also, will be more alone if we follow our thoughts than if we follow the crowd. As Robert Frost put it: "Two roads diverged in a wood and I—I took the one less traveled by, and that has made all the difference."

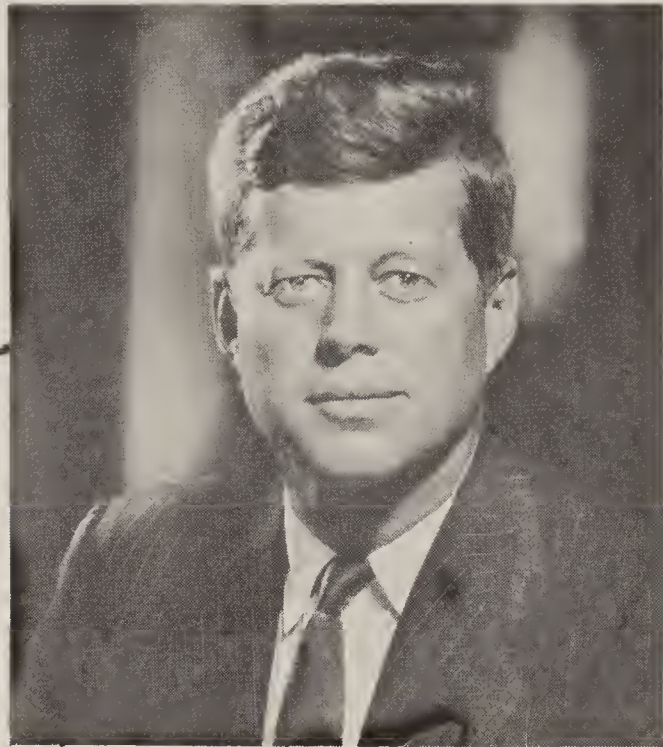
Such individualism is important, but we must be careful not to carry it to such extremes that we isolate ourselves and ignore the needs of mankind. We must always associate ourselves with others, and, to quote Alexander Pope, be "Never elated while one man's oppressed; Never dejected while another's blessed."

By cultivating such a feeling of oneness with all humanity we discover that our lone peak is only one among a great range of mountains. This dispels our solitude.

* This is the commencement address presented on June 5, 1962 at Pequea Valley High School. Diana is the daughter of John G. Eddy and the late Louella Eddy.

THE WHITE HOUSE
WASHINGTON

July 19, 1962



Dear Mr. Denlinger:

It gives me great pleasure to extend, on behalf of President Kennedy, hearty greetings to the citizens of Paradise Township in connection with the celebration you are observing August 31 through September 2.

The many decades which have elapsed since Mary Ferree braved the hazards of the frontier have been marked with great and lasting changes in our national life. Your community can indeed be proud of the significant contributions you have made to our cherished free heritage, and it is hoped that you will continue to go forward with progress and prosperity.

Sincerely,

Ralph A. Dungan
Ralph A. Dungan
Special Assistant
to the President

Mr. Robert C. Denlinger
Commemorative Book Chairman
Brown Avenue
Paradise, Pennsylvania

— ACKNOWLEDGEMENTS —

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These books were used as reference:
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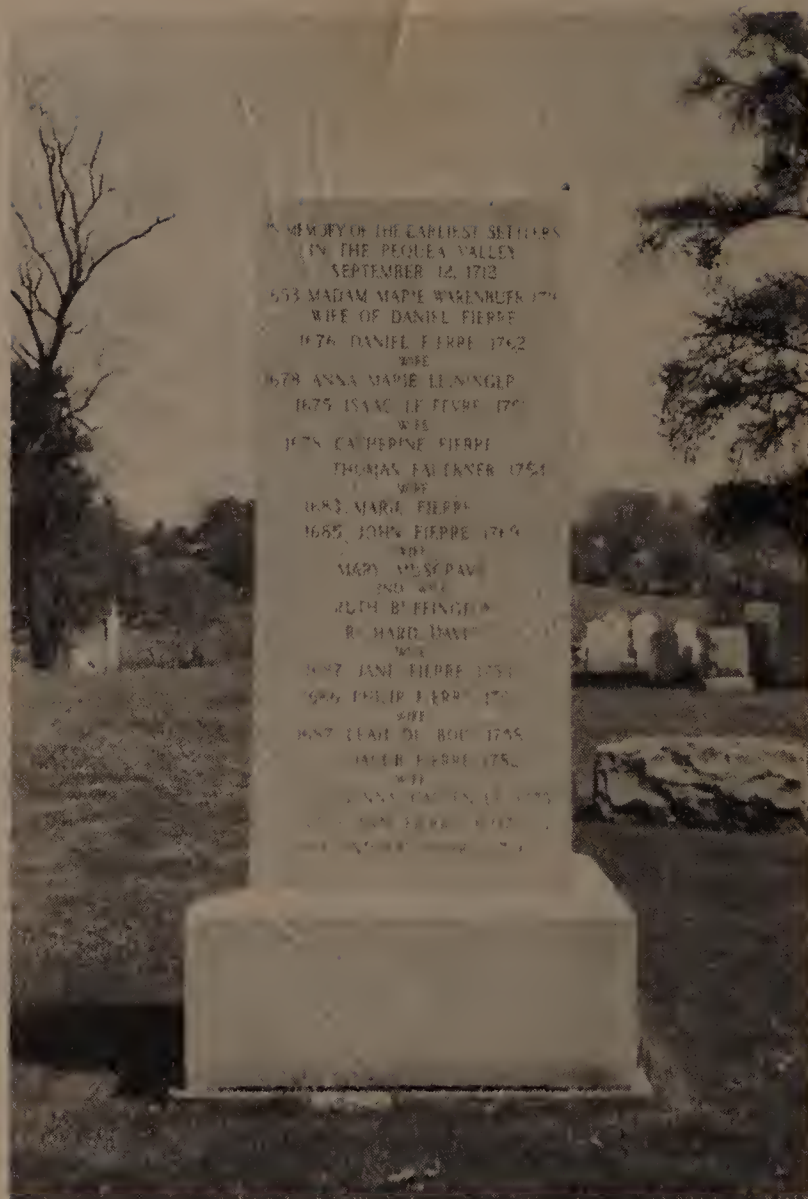
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MEMORY OF THE EARLIEST SETTLERS
IN THE PEQUEA VALLEY
SEPTEMBER 12, 1712

1653 MADAM MARIE WARRENHUT 1714
WIFE OF DANIEL FIERRE

1676 DANIEL FIERRE 1762
WIFE

1678 ANNA MARIE LUNINGLOP

1675 ISAC LE FEVRE 1761
WIFE

1678 CATHERINE FIERRE

THOMAS FAULKNER 1751
WIFE

1682 MARGA FIERRE

1685 JOHN FIERRE 1719
WIFE

MARY MUSCOPAY

WIFE

RUTH BEFFINGER

R. HART DAVIS

WIFE

1687 JANE FIERRE 1751

1696 PHILIP FIERRE 1761
WIFE

1687 LEAH DE BOE 1755

JACOB FIERRE 1751
WIFE

ANNA GALTEN, LE 1775

1711 JOHN FIERRE 1781

1711 JOHN FIERRE 1781